

FROM AN ORIGINAL DRAWING MADE IN 1830

The Book of Boston

Fifty Years' Recollections of the New England Metropolis

BY

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Yours truly,
Edwin M Bacon



THE BOSTON LIGHT

THE intent of this book is to tell the story of Fifty Years of Boston, the story of the progress and development of the city in the last past half century and of the institutions and men identified with it, through a series of reminiscences rather than in the formal manner of the direct historical narrative. History and biography indeed are woven into the relation, but with lighter thread, though none the less accurate, than in the conventional web.

The reminiscent method was adopted because as a resident of Boston for the most part of this eventful half century, as an active journalist from the early eighteen sixties, and a managing or a chief editor of Boston daily newspapers for considerable periods, the editor has seen Boston grow from the interesting but little historic city of fifty years back into the splendid metropolis of light and leading of today; and through his newspaper connections has come in touch directly or indirectly with leaders of the epoch reviewed, merchants, financiers, professional men, politicians, officials of city and state, the master minds of the community that "make the wheels go round." During this time he has seen the rise of many individuals and firms who have left their impress on trade, and commerce and industry; has seen great changes wrought in the physical and spiritual city; the development of great institutions, educational, learned, devoted to the arts and sciences, that have made Boston a treasure house for American scholars and students; and the initiation of public utilities of subsequent country-wide adoption.

Although the story of the evolution of all the greater American cities is wonderful and worth the telling, yet certain developments in Boston within the period covered by this work are of particular moment, especially since it was the parent city of the telephone and of the electric subway; and since it was also the first American seaboard city to take advance steps in regard to the systematic development as a port.

While this story might well have been told by any trained newspaper man, the editor feels himself particularly fortunate as the narrator in that it has been his personal privilege to come in direct contact with various leading citizens who have had the commanding influence in certain formative periods of the city's comparatively recent growth.

Boston, Massachusetts



Drawing by H. Louis Gleason

THE OLD STATE HOUSE

AS IT APPEARS TODAY AMID ITS MODERN SURROUNDINGS

CHAPTER I

THE HISTORIC TOWN

A Backward Glance at the Boston of Colony and Province Times and of the Early Nineteenth Century

PRELIMINARY to the story of Boston's past half-century drawn from personal recollections, let us take a glance at the history of earlier Boston as told in the records, and in a rapid survey recall its story from the time of the beginning of the historic town as a "metropolis in the wilderness" two hundred and eighty-six years ago, up to the sixties of the nineteenth century when our reminiscent narrative begins. Thus we may have a proper background for our picture.

Boston dates officially from September 17 (7 old style), 1630, with the passage by the Court of Assistants of the Colony of the Massachusetts Bay, sitting at Charlestown, four months after the arrival of the Winthrop company and the Colony's practical beginning on the soil, of the order:—"That Trimontaine Shalbe called Boston; Mattapan, Dorchester; & y^e^ towne vpon Charles Ryver, Watertown."

Trimountain was the English name that the first colonists at Charlestown had given the peninsula across the Charles, which, as seen from that point, appeared to consist of three hills, and the loftiest with three peaks—or, as their phrase was, "a montaine with three little hills on the top of it"; the same name they also applied to the dominant elevation. The Indian name of the peninsula, "Mushauwomak" or "Mishawmut," which the colonists contracted to "Shawmut," some local historians, mindful of the sweet springs which primarily attracted the colonists to the place, have interpreted as "fountains of living water"; but the meaning which the philologist, J. Hammond Trumbull, learnéd in Indian nomenclature, has given it, is less poetic but more practical —"A place to go to by boats," or "to which boats go," or "The boat landing place."

Mattapan was the Indian name of the country that adjoined the neck of land, now South Boston, earlier Dorchester Heights, upon the south side of which the company of the "Dorchester men," as the pioneer Bay Colony emigrants from Dorset and Devon were designated, established themselves and had their town underway a week before the arrival out of the Winthrop company. They had come, a band of one hundred and forty in all, in a ship by themselves—the "Mary and John,"—independently of the Winthrop fleet, and had arrived in this harbor a fortnight earlier than the "Arbella" and her consort warped into the harbor at Salem. A week, however, was consumed in casting about for a satisfactory place for a settlement, their plans having

been roughly disarranged by the action of their ship's master. They had contracted to be delivered at the mouth of the Charles River, but Captain Squeb (delectable name) refusing to take them further than Nantasket Point, Hull,—put them and all their goods ashore here, and so left them "in a forlorn place in this wilderness" to shift for themselves. After a coasting party had made an adventurous expedition up the Charles, and had almost decided upon what afterward became Watertown for the seat, the nearer Mattapan was chosen. The occupation of Mattapan was on June 16 (6 O. S.), and from that date Dorchester is reckoned. Thus what is today the Dorchester district of Boston antedates Boston proper by three months. The founders of Dorchester expected it to be made the capital of the colony, and become the principal town. When Boston was established as the capital Dorchester exceeded it in population, and was described as the "greatest town in New England." The Roxbury district also antedates Boston proper, the town of Roxbury, founded by William Pynchon of the Bay Colony leaders, having been begun the first week of July, 1630. It was naively described by a contemporaneous historian in 1634 as "a fair and handsome country town, the inhabitants of it all being very rich."

Charlestown was the first permanent settlement in Massachusetts Bay (unless Winnisimmet which became Chelsea where two or three English planters were settled as early as 1625 is to be so reckoned), and was instituted to establish possession by the Massachusetts Company in the disputed territory of "the Massachusetts," the term then for the country lying around the inner bay from Nahant to Point Allerton, and about the Charles River.

This region was covered in the territory conveyed by the Council for New England to the Massachusetts Company in London, March 19, 1627-1628, but claims to the most part of it were entered under the grant of December, 1622, to Captain Robert Gorges, younger son of Sir Ferdinando, which embraced the mainland on the northeast side of Massachusetts Bay, together with the shores and coast ten English miles from the Charles River north toward Salem, and thirty miles into the country. Before the sale by the Council to the Massachusetts Company, or perhaps at about that time, John Oldham, an energetic Indian trader in Massachusetts Bay, a sometime turbulent member of the Plymouth Colony and, banished therefrom for "sedition" and "mischief making" becoming a first settler at "Natascot"—Hull—obtained from John Gorges, brother of Captain Robert to whom upon Robert's death descended his rights, a lease of that part of the territory which lay between the Charles and Saugus Rivers; and early in the summer of 1628 he was sailing for England there to clinch his claim. Then followed Sir William Brereton, a London merchant adventurer, with a claim based on a deed from John Gorges, in January, 1628-1629, of lands above the Charles River mouth including the territory covered by Oldham's lease; and also of the island in Boston harbor which became East Boston, and its neighbor, Breed's Island.

When upon the acquisition by the Massachusetts Company of the Council grant John Endicott was sent out in the "Abigail" with his little company of emigrants and larger band of servants, sailing June 20, 1628, he was directed at once to occupy this disputed region. Among the emigrant passengers of the "Abigail" were three brothers, Ralph, Richard and William Sprague, from Dorsetshire, young men of parts (the eldest but twenty-five) and of good estate, coming out "at their own cost." Immediately after the arrival



PRESENT DAY VIEW OF PARK STREET AND THE CAPITOL
THE COMMON ON THE LEFT. THE BUILDINGS ON THE RIGHT NOW GIVEN OVER TO BUSINESS HAVE BEEN PROMINENT IN THE CITY'S HISTORY

Drawing by H. Louis Gleason

at Salem the sixth of September, these brothers with three or four others, presumably of Endicott's company, "by joint consent and approbation" of Endicott (so runs the original historical narrative which is substituted for lost Charlestown records) journeyed through the woods to explore the country westwards and find a suitable place in the claimed parts for occupation. So they came to the tip of the peninsula between the Mystic and the Charles, which the natives called "Mishawum," and which was "full of Indians," with one white man, an Englishman, and his family, living amicably among them. And here, making friends with the aborigines, and obtaining the free consent of the young sachem, the eldest son of the chief who had recently died, a youth "naturally of a gentle and good disposition," called by the English "Sagamore John," they "took up their abode," and so possession of the land. On March four of the following year—1628-1629—the Massachusetts Company obtained their charter from the King, confirming the Council purchase, and thereupon they contracted with Thomas Graves, an engineer, of Gravesend, immediately to go to New England in their interests to "discover mines, erect fortifications, make surveys," and particularly to lay out their capital town. Graves came out with the second expedition, sailing April twenty-fifth, 1629, which brought to Salem the ministers Francis Higginson, ancestor of the distinguished Cambridge and Boston Higginsons, and Samuel Skelton, with three hundred other passengers; and a letter of instructions from the Massachusetts Company's managers directing him "with all speede" to send forty or fifty persons to "Mattachusetts" Bay, to inhabit there and further strengthen the Company's possessions. So Graves, arriving at the end of June or the first of July, straightway proceeded with a considerable band of colonists to strengthen the Spragues' settlement on the Charles, "and thus throw greater impediments in the way of" the territory's " being occupied and retained by Mr. Oldham." Graves laid out the town conveniently, and set his men to work building a "Great House" for such of the Massachusetts Company's leaders as were "shortly to come over." And then Mishawum was given its English name of "Charlestown" from the name of the river. Accordingly the date of the town's beginning is generally given in the histories of Charlestown as July fourth, 1629. But the true date of this first permanent settlement of the Bay Colony in Massachusetts Bay and in the present limits of Boston, is September, 1628, and the real founders were the worthy brothers Sprague and their three or four associates whose names are unknown.

All three of the brothers became men of standing and influence in the developing Colonial life. Ralph and Richard were valuable citizens through the remainder of their days in Charlestown and in Boston. Each in succession was captain of the Charlestown trainband. Ralph was for several years a selectman and a deputy to the General Court. Richard became a shipping merchant in Boston. William, the youngest, was a forerunner of the pioneer settlers of the old colony town of Hingham, he having visited the place before the settlement was begun, when on a prospective along-shore trip in a boat from Charlestown in 1629. Later, in 1636, he removed to Hingham, in company with Anthony Eames, an early settler of Charlestown, whose daughter, Millecent, he married, and thereafter was identified with that town. From the three brothers are descended the large and notable Sprague family in America, members of which have been prominent and influential in modern Boston and Massachusetts affairs.

When Charlestown was begun in 1628, there were already settled about the inner bay a number of Englishmen besides Thomas Walford, whom the Spragues found comfortably seated at Mishawum. All, presumably, were "Gorges men"; and most of them had come up from "Wessagusset"—Weymouth—when the Gorges settlement there was broken up, or divided, the year after the return of Robert Gorges to England in 1625. At "Winnisimmet" now Chelsea, was Samuel Maverick, gentleman, comfortably and securely, seated in his fortified "Palisade House," on the present United States Naval Hospital grounds; he occupied later "Noddle's Island" (East Boston) where the earlier Boston historians placed him from the beginning. Maverick had established himself at Winnisimmet as early as 1624, so Mellen Chamberlain in his "Documentary History of Chelsea" states, then a young man of twenty-three. He was apparently a connection of John Maverick, the minister, who came over with the "Dorchester men" and began Dorchester; but he could not have been the minister's son, as some have assumed. Chamberlain described him as a trader for furs with the Indians and with the settlers and fishermen along the coast. He had a coasting ship of his own, and sometimes ventured to Virginia. There were also at Winnisimmet two or three others in 1628. On Thompson's Island where is now the century old Farm and Trade School, for boys, was the sometime seat of David Thompson, gentleman, an early agent of the Gorges in New England, and his "castle" of logs. Thompson had died before 1628, and his widow was then living here. A few years later she became young Maverick's wife, and moved over to his then home on Noddle's Island. At "Shawmut," all alone, was William Blaxton, minister, a bachelor, yet a young man, not much above thirty, living in peaceful seclusion among his books in his cottage on the riverside slope of the three-peaked hill, and cultivating his garden of English roses and his orchard beside a sweet spring. These settlers were called by the new comers the "old planters," and were Episcopalians. Blaxton (the name is variously spelled—Blakiston, Blakeston, Blackstone, but Blaxton, Thomas C. Amory, his memorialist tells us, was the spelling he himself adopted)—Blaxton, indeed, was a non-conformist, but of a mild type, and he still wore his canonical coat.

The harbor thus early was frequented by coasting traders, a fleet of some fifty sail annually trading along the coast, and Nantasket Point was a little seaport where the scattered planters met these traders with their furs and truck from the Indian trade. Oldham, finally dropping his claim, affiliated with the Bay Colony folk, and became an important man in the Watertown settlement. Later he was a pioneer adventurer in the Connecticut Valley and became one of the founders of Wethersfield, on the Connecticut River. His end was tragic. He was murdered by a party of Connecticut Pequods in 1636, when he was "out a' trading" in his pinnace in Long Island Sound. And his killing led to that battle off Block Island between the Indians who had taken his vessel, and Captain John Gallop—the famous first pilot of Boston harbor, and for whom Gallop's Island here is named—who, also a' trading, happened along in his pinnace, which Cooper in his "Naval History of the United States" describes as "the earliest sea fight of the nation," and of which Winthrop first tells the story most graphically in his "Journal." Sagamore John remained the loyal friend of the colonists till his untimely death from smallpox, with "about all his people" in early December of 1633.

By midsummer of 1629 the Charlestown settlement numbered an hundred men, women, and children, living in temporary huts and tents; and glowing reports were sent back to England of its promising state. So the pioneer town stood ready for the occupation by Winthrop and his associate leaders, bringing out with them the charter of the Colony of the Massachusetts Bay when they arrived at Salem, June, 1630, in the flagship or "admiral" of their fleet of eleven or twelve sail, all but one other—the "Jewel," master of the fleet—yet on the way, to begin colonial government on the soil.

The first thought of these Bay Colony leaders, however, may have been to take Salem for the seat of government. But the people there, including "old planters" and new settlers, were found to be in a weak and almost starving condition; and the place "pleased them not." Accordingly five days after their landing they set out to seek the more suitable place on the eastward shore. As Winthrop quaintly records: "Thursday 17 (o. s.—27th), we went to Mattachusetts to find out a place for our sitting down." The "we" comprised with Winthrop, we may fancy, the resolute Thomas Dudley, deputy governor, to become governor repeatedly in succeeding years; Isaac Johnson, "the greatest furtherer of the plantation," next to Winthrop the foremost man, husband of the Lady Arbella, the Earl of Lincoln's daughter, in compliment to whom the "admiral" of the fleet was named, and who came out with her husband; Sir Richard Saltonstall; Simon Bradstreet, Dudley's son-in-law, whose wife, Anne Bradstreet, was to blossom as "the first American poet," and himself to remain in the public service for many years, long to survive his fellow-leaders, and to become the "Nestor of New England"; William Coddington, merchant, to become the first governor of Rhode Island; Increase Nowell, "a man of family and of education," to serve for many years as secretary of the Colony; William Pynchon, merchant, "a gentleman of learning and religion" early to found Roxbury, and later Springfield on the Connecticut giving it the name of his English home-town. They came down by water, and that night "lay at Mr. Maverick's," generously entertained by the hospitable young planter at his palisaded house. They viewed the Charlestown plantation and the country up the Mystic as far, perhaps, as Medford; and before the next day had ended they were on their way back to Salem with the decision of most of them upon Charlestown. A second party followed "to approve or dislike" their judgment, and these found a place which suited them better "three leagues up Charles River." Nevertheless the judgment held, and at once removal was made by practically all of the company that had then arrived, and Charlestown occupied as the seat. Within the first week of July the greater part of the fleet had reached port; the latest to arrive, the "Mayflower," the "Whale," the "Talbot," and the "Trial" coming direct to Boston harbor, not stopping at Salem, and landing their passengers on the Charlestown shore.

Thus "a multitude of people amounting to about fifteen hundred" (the historical narrative's statement, more accurately under one thousand) were added to Charlestown's population. The settlement upon closer inspection was found to be in a far less prosperous condition than had been reported the previous year. Some three score of the original settlers had died; many of the survivors were ill; most were complaining of their woeful plight. The new comers, however, began cheerfully building their homes. Fortunately it was summer time. The governor and a number of the leaders established themselves in the "Great House" which Graves had built, while the "multi-



CHARACTERISTIC EARLY VIEWS OF BOSTON AND THE ACTIVITIES IN HER HARBOR

tude" set up cottages, booths, and tents about "Towne Hill," rising back of where is now the Charlestown District Municipal Building. But the cheerfulness of the new comers was not of long duration. Sickness soon fell also upon many of them. They had had a wearisome and weakening voyage out: some of the ships were seventeen, some eighteen weeks on the way. As the summer grew hot the scurvy increased, through lack of proper shelter, and by reason of "wet lodges in their cottages." Other distempers also prevailed. Much suffering resulted from the use of a brackish spring in the sands by the shore, the one source of water supply, for the Colonists "generally notioned no water good for a town but running springs." Provisions early fell short, many of the Colonists coming ill-provided, supposing from the stories sent to England, that food was abundant here, others improvidently bartering their supplies away to the Indians for beaver; and the governor despatched a ship to Ireland to buy and hasten back fresh supplies. By midsummer the sickness had become so extensive that the well ones "though generally very loving and pittifull" were unable "to tend the sick as they should be tended," whereupon "many perished and dyed and were buryed about the Towne Hill." Samuel Fuller, the physician of the Plymouth Colony, came up to the aid of the sick. By the close of the hot summer nearly two hundred had died. Among these were William Gager, the Company's physician; the wives of Coddington and Pynchon and other leaders; and that foremost leader next to Winthrop, and richest of them all—Isaac Johnson. Winthrop recorded the latter death laconically and tenderly, under date of September 30: "About 2 in the morning Mr. Isaac Johnson died; his wife the Lady Arbella of the house of Lincoln, being dead about 1 month before. He was a holy man and wise, and died in sweet peace, leaving some part of his substance to the Colony." The gentle lady, "coming from a paradise of plenty and pleasure in the family of a noble Earldom into a wilderness of wants" (Hubbard's, the early New England historian's, phrase), had succumbed to the hardships of the voyage, and, unable to accompany her husband to Charlestown, had faded away at Salem. A number also, disheartened, had left and gone back to England on two of the returning ships of the fleet.

Meantime several of the leaders were prospecting the neighboring country for a happier town site; but when reports from London and Amsterdam of "some French preparations" against the Colony were received by incoming ships, it was resolved "for present shelter," to "plant dispersedly." Thereupon Sir Richard Saltonstall with George Phillips, one of the ministers who had come out with the Company (ancestor of Wendell Phillips), and "several score," began the plantation up the Charles that became Watertown; others planted on the Mystic, beginning Medford; others began Saugus which became Lynn; Dudley and Bradstreet began New Towne to become Cambridge; while numbers joined the plantation at Mattapan, and the Pynchon settlement of Roxbury. Then, or when the suffering from the want of water was most acute, William Blaxton, the sole tenant of "Shawmut," came across the river and acquainting the governor of an excellent spring there, courteously invited and solicited Winthrop to occupy his peninsula. And then, this invitation accepted, Winthrop and the greater part of the Company that yet remained at Charlestown removed hither, and Boston was begun.

Boston was named for old Boston of Lincolnshire, England, the ancient St. Botolph's town on the Witham, from which, or from its part of the

country, had come the leaders termed the "Boston men"—the men of "superior wealth and standing," of the eastern counties, who had come into the Massachusetts Company, and to its direction, after the "Dorchester men," of the western counties, with whom the movement for a plantation had originated:—and particularly in compliment to Isaac Johnson and the Lady Arbella of the old Boston. It was the name, as Dudley stated, that these leaders had intended to give the place they "first resolved on." While we have the date of the naming of our Boston definitely assigned as the date of the foundation of the town—September seventeen, 1630—that of its actual beginning can only be conjectured.

The historical narrative tells of the removal "after the death of Mr. Johnson and divers others." Until the end of September the Court of Assistants continued to be held in Charlestown. It has been assumed that the "Great House" was still Winthrop's home as late as the twenty-fifth of October, when he entered in his Journal that often quoted declaration against the custom of drinking toasts, which his kinsman and biographer, Robert C. Winthrop, has pointed to as "the original temperance movement in Massachusetts, if not in America":—"[October twenty-fifth, 1630] The Governour, upon consideration of the inconveniences which had grown in England by drinking one to another, restrained it at his own table, and wished others to do the like, so as it grew, by little and little, into disuse." The first mention of Boston in Winthrop's Journal is under an October date, about a month after the naming, recording the death of a goat there from eating Indian corn. Its first mention officially is the record of a General Court—the first General Court of the Colony on the soil—as held at Boston on October twenty-ninth. A month later, November twenty-ninth, Winthrop is found for the first time dating a letter to his wife, still in England, "Boston in Massachusetts." And in this letter he writes, "My dear, we are here in a paradise." It would seem, however, that while Winthrop himself was not permanently seated here till later, the occupation was practically begun by the Company generally in early October; that then "the people began to build their houses against winter," as the historical narrative relates. The frame of Winthrop's house was "in preparation" at Charlestown when the removal was decided upon, the narrative says, and was carried to the new Boston "to the discontent of some." But it seems to have been taken first to "New Towne" —Cambridge—and hence brought to Boston. For in December the Colony leaders determined to make Dudley's inland New Towne, as best for defence, a fortified town, and eventually, perhaps, the seat of government; and it was then agreed that the Assistants should build their houses there by or before the following spring and remove the ordinance and munitions thither. In accordance with this agreement the Governor duly set up his house; but the others not following with theirs, he removed his. So the agreement was not carried out, to the discomfiture of Dudley, who complained of a breach of promise on the part of Winthrop with the rest. Subsequently Winthrop explained his course, and produced more choice data for Boston's history in his invaluable Journal: "August 3 [1632]. The Deputy, Mr. Thomas Dudley, being still discontented with the governour, partly for that the governour had removed the frame of his house, which he had set up at New Town, renewed his complaints to Mr. Wilson and Mr. Welde, who acquainting the governour therewith, a meeting was agreed upon at Charlestown, where were present the governour and deputy, Mr. Nowell, [and the ministers] Mr.

Wilson, Mr. Welde, Mr. Maverick, and Mr. Wareham. The conference being begun with calling upon the Lord, the deputy began. . . . The governour answered that he had performed the words of the promise; for he had a house up, and seven or eight servants abiding in it by the day appointed; and for the removing of his house, he alleged, that seeing that the rest of the assistants went not about to build, and that his neighbours of Boston had been discouraged from removing thither by Mr. Deputy himself, and thereupon had (under all their hands) petitioned him that (according to the promise he made to them when they first sate down with him at Boston, viz., that he would not remove except they went with him) he would not leave them—this was the occasion that he removed his house." The relations between the two worthies were thus strained for a while, and there followed those hot little tiffs the story of which makes so lively a chapter in Winthrop's Journal. But as time went on and Town and Colony developed, these differences between the two good and true men softened, and at length were beautifully healed, as Winthrop relates with charming quaintness in one of his prettiest passages. It was at the ceremony of marking the bounds of the great farms on the Concord River, in what are now the rural towns of Bedford and Billerica, granted each of these worthies by the General Court, in 1638. On a day in May the two with their witnesses paddled down the loitering stream from the little settlement at Concord. Making selection of a point for their landing, "they offered each other the first choice, but because the Deputy's was first granted, and himself had store of land already, the Governour yielded him the first choice. So at the place where the Deputy's land was to begin there were two great stones which they called the Two Brothers in remembrance that they were brothers by their children's marriage and did so brotherly agree, and for that a little creek near those stones was to part their lands." The marrying children were Winthrop's daughter Mary and Dudley's eldest son, the Reverend Samuel. The "Two Brothers," lying near together, close to the river's brink, in Bedford, remain today, with a tablet set in the face of each inscribed, that to the South, "Winthrop, 1638," that to the North, "Dudley, 1638," the governor's thousand acres spreading off southerly from the boulders, Dudley's northerly.

The predominant features of the peninsula as it appeared to the makers of Boston are familiar from much description in local histories, handbooks, and lectures. They found it pear-shaped, jutting out between harbor and river, attached to the mainland by a mile-long slender stem; marked by abrupt elevations with valleys between; the loftiest elevation, the hill with three peaks, on the river side, the next in height on the harbor front, one at the South, the other at the North; sparsely clad with trees, but thick in bushes and reeds; the surface indented by deep coves, inlets of ocean and river, and by creeks and ponds; and sea margins wide, flat, oozy. It was in length less than three miles, in width, at the broadest, little more than one mile; while its total area was less than eight hundred acres.

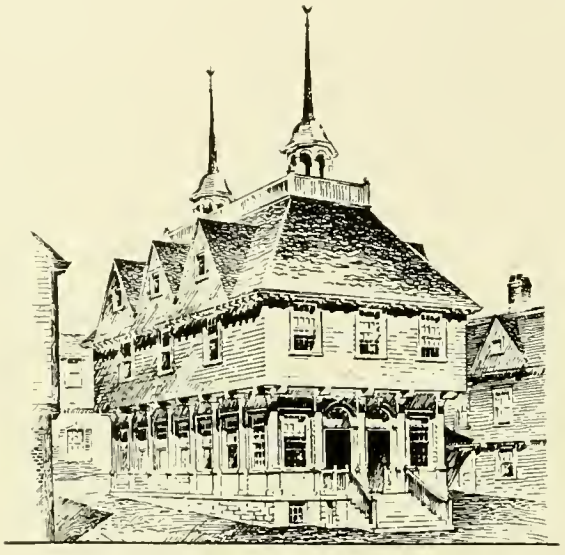
Unpropitious topographically and too contracted this peninsula certainly was for the ideal establishment of a great future metropolis. But there was the "convenient" harbor, the beautiful tidal harbor as Nature made it. It was this harbor's natural advantages, together with its proximity to the fisheries which were to become the staple of New England, that made possible the commercial Boston which the Puritan founders so enterprisingly proceeded to develop on the narrow peninsula as soon as their town was fairly

underway, which was after the first disheartening winter of the plantation. Then Boston was far from the paradise as Winthrop had pictured in that first joyous Boston-dated letter to the old home. "The people were necessitated to live on clams and muscles, and ground nuts and acorns," the Charlestown historical narrative recorded. The governor himself "had the last batch of bread in the oven," wrote Cotton Mather in his embellished story of this first Boston's winter based on tradition, and was "distributing the last handful of meal in the barrel unto a poor man distressed by the wolf at the door." At this extremity a Fast Day was appointed by the governor and assistants. Then suddenly on a February day appeared entering the harbor the relief ship that the governor and his associates had despatched to Ireland for supplies, in the summer. She was laden with provisions sufficient for all. And straightway the Fast Day was changed to one for thanksgiving—the first appointed Thanksgiving Day in Massachusetts.

The recovery was quick, and the spring was full of activity. On the fourth of July the first domestic-built ship was launched,—the little bark of thirty tons which Winthrop had had built and piously and poetically named, "The Blessing of the Bay." She took the water on the Mystic, beside the governor's farm and country seat of "Tenhills" (so called from the number of little elevations which could be counted upon it, and which can in part be traced to this day), and close by the present Somerville end of the Wellington Bridge. On the last day of August she went to sea. In October she was "on a voyage to the eastward," perhaps trading. The following summer she was adventuring "to the southward," coasting "an island over against Connecticut called Long Island"; [the narrator is Winthrop in his Journal] looking into the Connecticut River; and finally visiting the "Dutch plantation upon Hudson River called New Netherlands." At Long Island she took on "store of the best wampum peak both white and blue" from the Indians there, who were found to be "a very treacherous people," and having "many canoes so great as one will carry eighty men." At the embryo New York the captain and crew were "very kindly entertained by Wouter van Twiller; and they bartered with the Dutchmen such commodities as they put off for some beaver and other things." The next year a second ship was launched on the Mystic. This, the "Trial" of one hundred tons, built by "Governor Cradock's men"—Matthew Craddock, the earlier governor of the Massachusetts Company in London, who did not come out, but sent men over to work his plantation on the Mystic, opposite Winthrop's Tenhills, originally established for promoting the fisheries. The next year two more ships were turned out at the Craddock yard, one of two hundred tons, the other, the "Rebecca," a tidy craft of sixty tons. The "Rebecca's" first voyage was to Narragansett Bay, to buy corn from the Narragansett Indians. Subsequently she went to the Bermudas and brought back potatoes, oranges, limes. Shipbuilding on the harbor side had then begun, and soon Boston became the chief shipbuilder in the Colonies; also the chief carrier for nearly all of them. And early Boston shipbuilders were supplying the old home market with Boston-built ships. In 1633 William Wood, then visiting New England, described Boston as "the chiefe place for shipping and merchandize." Early its commerce with England was more intimate than that of any other Colonial port, and it was the most frequented by English shipping. Early, too, ships from other maritime countries were entering the harbor. Twenty years after William Wood, Captain Edward Johnson writes in his quaint "Wonder-work-

ing Providence of Sion's Savior," the first history of Massachusetts, of "Forreiners" ships, French, Portugal, and Dutch coming "hither for Traffique," and pictures Boston as the "very Mart of the Land." So through Colony and Province days Boston remained the chief port of the continent.

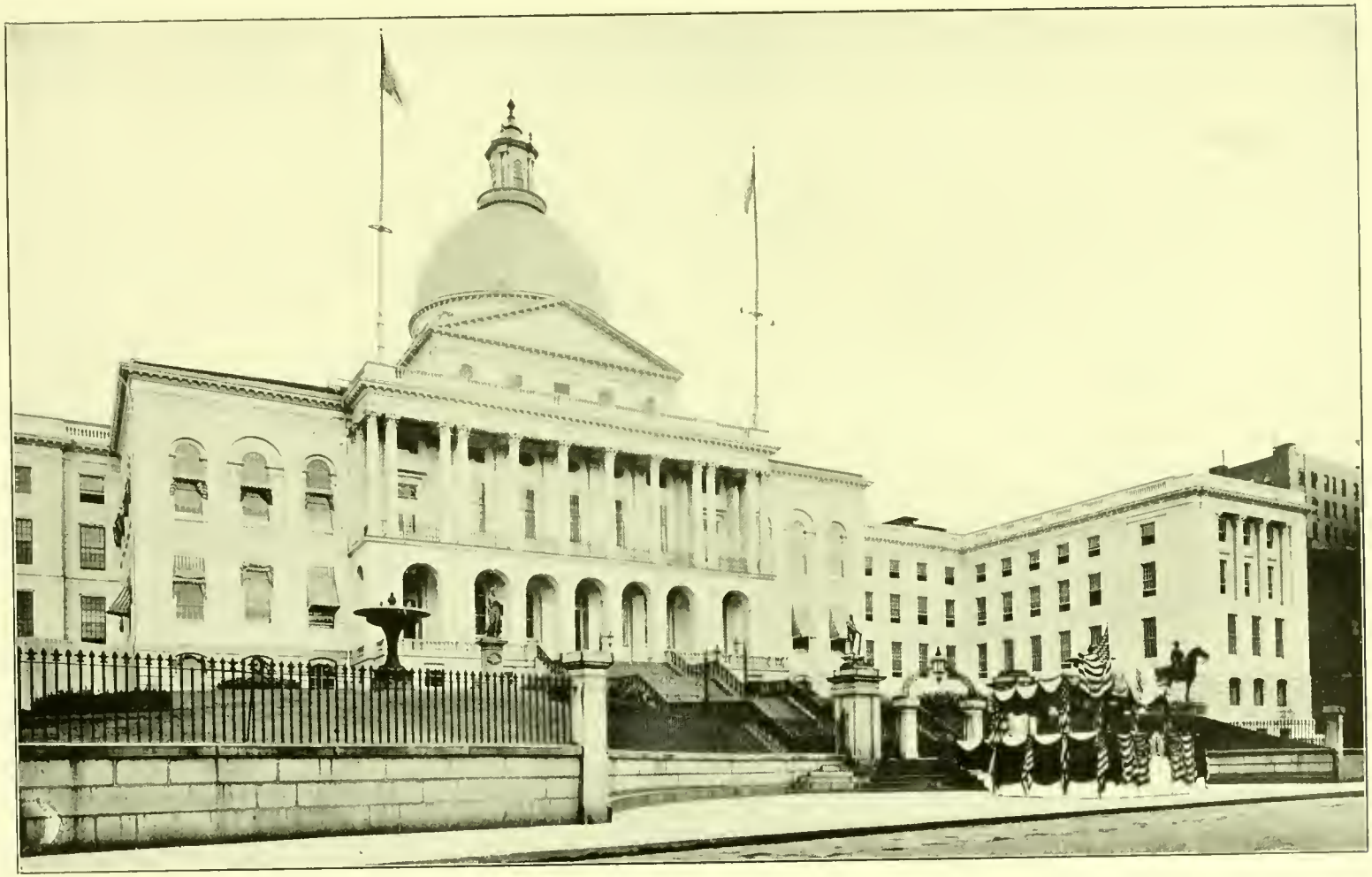
There were few accessions to the beginners of Boston till the town was nearly three years old. In early November in its second year, 1631, the gov-



FIRST BOSTON TOWN HOUSE

Built 1657 by Thomas Joy and partner. Burned 1711. "This gallant State House" as it was termed by Samuel Maverick, in 1660, stood at the head of State Street, on the site of the present old State House. As the first seat of government in Massachusetts and New England, it was the scene of stirring events. Above were chambers for town meetings, the Governor and Council, Assembly and Courts: below was the Merchants Exchange. Here the revolution against Andros broke out; Captain Kidd, the pirate, was examined and the witchcraft cases were tried. Here met the Puritan elders and under this roof the first Episcopalians worshipped. It was "The Pine Street House" of Emerson's Boston Hymn, "The Town Hall" of Hawthorne's Scarlet Letter and "The Council Chamber" of Whittier's King's Missive.

ernor's excellent wife, Margaret Winthrop, accompanied by his eldest son and his wife—the second John Winthrop, later to become the celebrated Governor Winthrop of the Connecticut Colony,—and bringing the other children that had remained in England with her, arrived in the same ship, the "Lyon," that had brought the minister, John Eliot, the future "apostle to the Indians." Upon their landing the governor's family were formally received, after the royal fashion, "by the captains with their companies in arms," and with "divers volleys of shott." And for their proper welcome with feasting the larder of the governor's "mansion" had been furnished forth by his neighbors, and "most of the people of the near plantations," with "fatt hogs, kids, venison, poultry, geese, partridges, etc."—a kindly outpouring which moved the good man gratefully to record in his Journal, that "the like joy and manifestation of love had never before been seen in New England." In the following June, 1632, the "William and Francis," on her second voyage over, brought a few more emigrants of note, a number of "honest men" with their families, including the minister Thomas Welde, who was to become John



THE CAPITOL OF MASSACHUSETTS, WHICH CROWNS THE APEX OF BEACON HILL AND WHOSE GOLDEN DOME IS THE FIRST IN BOSTON TO CATCH THE SUN'S EARLIEST LIGHT

Eliot's colleague at the Roxbury church after Eliot's removal from Boston, and later to assist Eliot and Richard Mather, the Dorchester minister, in the preparation of the "Bay Psalm Book." Also at the same time arrived the "Charles" of Barnstable "with near eighty cows and six mares," and some twenty passengers.

Then in the autumn of the next year, 1633, there came a great acquisition to Boston's population by the arrival on the "noble ship Griffin" of the "choicest freight" of emigrants since that brought by the Winthrop fleet, which so heartened Town and Colony that the event was celebrated by a special Thanksgiving. Winthrop's record of this important arrival, and of the adventures of the distinguished Puritan ministers of the company in escaping the clutches of the scouts of the High Court of Commission at their departure from England, runs thus: "Sept. 4 [1633]. The Griffin, a ship of three hundred tons arrived (having been eight weeks from the Downs). This ship was brought in by John Gallop a new way by Lovell's Island, at low water, now called Griffin's Gap. She brought about two hundred passengers, having lost some four whereof one was drowned two days before as he was casting forth a line to take mackerel. In this ship came Mr. Cotton, Mr. Hooker, and Mr. Stone, ministers, and Mr. Peirce, Mr. Haynes (a gentleman of great estate), Mr. Hoffe, and many other men of good estates. They got out of England with much difficulty, all places being belaid to have taken Mr. Cotton and Mr. Hooker, who had been long sought for to have been brought into the High Commission; but the master being bound to touch at the Wight, the pursuivants attended there, and, in the meantime, the said ministers were taken in at the Downs. Mr. Hooker and Mr. Stone went presently to Newtown where they were to be entertained, and Mr. Cotton stayed at Boston." Besides the ministers John Cotton, Thomas Hooker, and Samuel Stone (whose names led the erudite punster, Cotton Mather, to his ponderous pun in his "Magnalia," that in them "the God of Heaven had supplied the colonists with what would in some sort answer their three great necessities, Cotton for their clothing, Hooker for their fishing, and Stone for their building") and the rich Mr. Haynes, there was a notable group of old Boston magnates among the passengers—Thomas Leverett, a citizen of high consideration in the English Boston, sometime an alderman there, and the steadfast and influential supporter of John Cotton through Cotton's twenty years in the rectorship of the ancient St. Botolph's Church; Atherton Hough (the "Hoffe" of Winthrop's record, pronounced as he gave it), who had been mayor of old Boston; Edmund Quincey, the progenitor of the Quincy family in America. There were various other members of Cotton's home congregation, and members of Hooker's. There were the Hutchinsons, principally Mistress Anne Hutchinson, that "pure and excellent woman, of high spirit" and "a nimble wit," soon to institute in Boston the first woman's movement in America, and to become the central figure about whom raged the "Antinomian controversy" of 1635-1636, which nearly split the Colony in twain; her brother-in-law, the minister John Wheelwright who was to be banished with her, and her other adherents, and to found Exeter in New Hampshire.

The town had now been the capital of the Colony for nearly a year, its selection having finally been made by the vote of the General Court in October, 1632—"It is thought by generall consent that Boston is the fittest place for publique business of any place in the Bay";—but although "the most noted and frequented," being the place where the colonial courts sat and the

governor dwelt, it was yet, as William Wood wrote, "neither the greatest nor the richest" of the Bay plantations. This notable accession of the "Griffin's" passengers, however, most of whom established themselves here, largely increased its prestige; and thereafter, with other additions of desirable immigrants repeatedly made, it grew rapidly both in population and in wealth, until by 1637 it was outranking all the other towns as the most populous and the wealthiest. The immigration to New England continued large till the meeting of the Long Parliament in old England, when it suddenly and almost wholly ceased. "The Parliament of England setting upon a general reformation both of Church and State, the Earl of Strafford being beheaded, and the archbishop (our great enemy) and many others of the great officers and judges, bishops and others, imprisoned and called to account, this caused all men to stay in England in expectation of a new world; so as few coming to us, all foreign commodities grew scarce and our own of no price." So wrote Winthrop in his Journal, under date of June, 1641. It was estimated by earlier historians that up to this time over twenty thousand persons had immigrated to New England, brought out in one hundred and ninety-eight vessels, and of these a much larger number settled in Boston than in any other town. By 1643 thirty towns were within the jurisdiction of Massachusetts, of which Boston was the governmental and commercial center. Then it was that the division into shires or counties was made by the General Court, and Suffolk County was instituted, which at the outset comprised with Boston the neighboring towns of Roxbury, Dorchester, and Dedham, and Braintree (afterward Quincy), Weymouth, Hingham, and Nantasket of the South Shore. Now, or a half dozen years later, Boston was grown to that description of Captain Edward Johnson, written presumably round about 1649—"The buildings beautifull and large, some fairly set forth with Brick, Tile, Stone and Slate, and orderly placed with comely streets, whose continuall inlargement pressages some sumptuous City." A quarter-century later, or about 1675, the estimated population was about four thousand. At the close of the Colony period, or when the Colony charter was vacated, in 1684, Boston was credited with six or seven thousand inhabitants; and among these, according to a genteel old time "Calendar of Wealth, Fashion, and Gentility," there were "fifteen or twenty merchants with from thirty thousand to forty thousand dollars each." At the beginning of the Province period, in 1692, or at the opening of the eighteenth century, Boston was counted the "largest and wealthiest town in America."

The building of the town was begun at the eastern and northeastern bases of the three-peaked hill along the uneven lines of the harbor front, and about the "Great Cove"; and in the form of a crescent. The Great Cove made up between the two harbor front hills—Fort Hill and Copp's Hill of later naming—from points about where now are Rowe's Wharf at the South and Lewis Wharf at the North; and cut inside of the present North Street and Merchants Row, across State Street, and inside of Kilby Street to Federal and Batterymarch Streets. Thus the foot of the present State Street was then at high-water mark at about the corner of Merchants Row on the one side and Kilby Street on the other. South of this Great Cove was the "South Cove," which swept West from about the junction of the present Federal Street and Atlantic Avenue to Washington Street near Essex and North of Beach Street; then Southerly, parallel with Washington Street, beside land a single house-lot deep, to Dover Street, where the long Iean Neck began,

and to the Neck beyond. On the North and the river-side of the peninsula was the "North Cove," early coming to be called the "Mill Pond" from the mills erected upon it, making up from Charles River on the North of Beacon Hill. This passed Easterly across the present Union, Friend, and Portland Streets; Westerly across Pitts and Gooch Streets to Leverett Street, and well up toward Temple Street at the foot of Beacon Hill. The high-water line crossed the present Cambridge Street at its junction with Anderson Street. A creek ran from this cove to the Great Cove making of the North End an island. The junction of the present Blackstone and North Streets was covered by the tide. On the South side of the Great Cove was a small cove which extended from the head of the present Central Wharf, through Liberty Square, across Kilby Street, nearly to Congress Street. This early became Oliver's Dock. Here entered two creeks, one running down from the present Spring Lane, where was the "Springgate" of the Colonists, to Liberty Square, the other coming from Franklin Street. On the North side of the Great Cove was another small cove, extending from where is now North Market Street and the Quincy Market and over the site of Faneuil Hall, to the Westerly side of the present Dock Square. This side cove at once became the Town Dock. Back and West of Beacon Hill and the Common, was the fourth large cove—the "Back Bay," the back basin of the Charles, its tide then flowing up the present Beacon Street some two hundred feet above Charles Street, up to a pebbly beach on the Common's Western edge, and to the present Park Square; and Southward extending to the line of the present Washington Street at about where Pleasant Street enters this thoroughfare, and sweeping close to the Washington Street line at Dover Street.

The makers of the town first built within the territory bounded by the present Milk, Bromfield, Tremont, and Hanover Streets, Dock Square, and the water. The limits soon expanded, reaching at first to the present Summer Street, and shortly to Essex and Boylston Streets on the South; Eastward, to the harbor front at and around Fort Hill; Westward and Northwestward, about the North Cove; and Northward, over the North End. The North End early became the most populous section and the "court end" of the town. It so remained till after the Revolution, although in the middle of the Province period wealth and gentility were being drawn to the region around Fort Hill and the "new" South End (the "old" having been at about Milk Street) and "Church Green," where now is the junction of Summer and Bedford Streets, then fronting the water with a fine harbor view. Till after the Revolution, too, the town's Southern bounds, though formally at Dover Street, with a few houses latterly scattered on the highway toward the Neck, practically remained at Essex and Boylston Streets; while the Western limits were Beacon Hill and the foot of the Common. Beacon Hill Westward, with the exception of two or three houses on the Beacon-Street side, first here a lane alongside the Common, remained in its primitive state, the loftiest of its three peaks rising, a beautiful grassy cone, as high as the present gilded dome of the State House, topped by the beacon. In time during the Colony and Province periods the margins of the Great Cove and the smaller estuaries and marshes were in part filled in, but the original peninsula of under eight hundred acres constituted the town till the opening of the nineteenth century. Till after the Revolution no bridge spanned the river. The only across-water ways were still by the primitive ferries, while the one land way to the mainland remained the long slender tide-washed Neck.

The square at the head of the present State Street in the middle of which is now the Old State House, was at the outset the "Market Place," the first centre of town life. State Street was the first central "Great Street To The Sea," early to become the historic King Street. The part of Washington Street extending from Dock Square, or through the present Adams Square, bow-shaped to School Street, was the first highway—"The High Waye Towards Roxburie." Court Street was the "Prison Lane" leading conveniently from the Market Place to the prison (where is now the City Hall Annex), earliest of institutions set up, to become the Queen Street of provincial Boston. Hanover Street was the narrow lane leading to the Charlestown and Winnisimmet ferries. School Street was the lane upon which was established the first free school, in 1635, which continued in the Boston Public



"OLD FEATHER STORE" BUILT 1680—RAZED 1860

Latin School, hence its name. The first governor's "mansion," the first minister's house, the first meetinghouse,—the latter first public structure to be erected,—and the dwellings and warehouses of the first shopkeeper and of the wider merchant-traders, were placed on the "Great Street To The Sea." Other first citizens located in the neighborhood of the Town Dock. A few were scattered along the "High Waye" toward School and Bromfield Streets, round about the "Springgate," and on "Fort Lane"—Milk Street's first name. Fewer set their houses on the cartway along the Eastern and Northeastern spurs of Beacon Hill whence evolved Tremont Street. In its second year, the year that the town was made the capital, its fortification was begun to secure it from attack by sea as well as by land. Works were started at Fort Hill, and on Castle Island (now included in the Marine Park at South Boston Point); and a guard was established at the Neck. Later the Neck was fortified. In March, 1634-1635 the setting up of the beacon on Beacon

Hill, then Centry Hill, was ordered, to give notice to the country of any danger appearing or feared. A ward of one person was to be kept here through the late spring and summer months, and upon the discovery of any danger the beacon was to be fired, an alarm given, and messengers were to be sent by that town in which the danger was discovered to all the other towns in the Colony. Happily no occasion arose for warning, and the beacon was never fired in its history of nearly a century and a half.

In the year also that Boston was made the capital it was established as a market town, and Thursday was made the regular market day. Then the country folk flocked hither for barter and trade, and the Market Place became a scene of decorous animation. At about the same time, or in 1633, the "Thursday Lecture" was instituted. The delivery of this lecture, or mid-week sermon, generally by a leading minister of the Colony, was one of the features of the Market Day. On this day, too, were not infrequently the public spectacles of the harsh punishments for petty misdemeanors as well as for graver crimes. In front of the Market Place, where is now the square which the Old State House faces, were placed the stocks, the pillory, and the whipping post. The meetinghouses which were used in succession through a quarter of a century for the Town's and Colony's business, the sittings of the General and other courts, as well as for church purposes—the first one, the little rude structure of one story, plastered stones, and thatched roof, set up in the summer of 1632, and its substantial successor erected eight years later when the town folk were growing richer,—stood conveniently beside the Market Place: the first, on the South side, where the Brazier Building is now, the other where is the Rogers Building on Washington Street opposite the head of State Street.

In 1634, when the amiable pioneer settler, Blaxton, sold out to the then inhabitants all his right and interest in the whole peninsula, except his home-lot on the Southerly slope of Beacon Hill, of about six acres, Boston Common was established. The year before, in April, 1633, the Governor and Assistants had granted Mr. Blaxton fifty acres, evidently ignoring his rights to the peninsula through a Gorges grant, or otherwise—if he ever asserted them, which does not appear—since it lay within the Massachusetts Company's grant. The part of the purchase set aside for the Common, or "Trayning Field," was this fifty-acre grant, less the six acres of the home-lot reserved. For his general release of the whole peninsula Blaxton received thirty pounds, "to his full satisfaction." The amount was raised from the householders. It had been agreed that each householder should pay six shillings; none paid less, some considerably more. Blaxton laid out his thirty pounds in a "stock of cows"; and then, in the following spring, tired of Puritan constraint, he moved away to make a new and freer home further in the wilderness. It is the picturesque tradition that when he was about to depart he frankly remarked, "I came from England because I did not like the Lord Bishops, but I cannot join with you because I could not be under the Lords Brethren." The independent recluse chose another peaceful and beautiful spot, near what became Roger Williams' Providence, on that part of the Pawtucket River afterward named for him, the Blackstone. This new home he called, suggestive of his tranquil tastes, "Study Hill." Here our first Bostonian lived the remainder of his days, which were long. He died at over eighty just before the outbreak of King Philip's War in 1675. In that war his home at Study Hill and all his books were destroyed. His

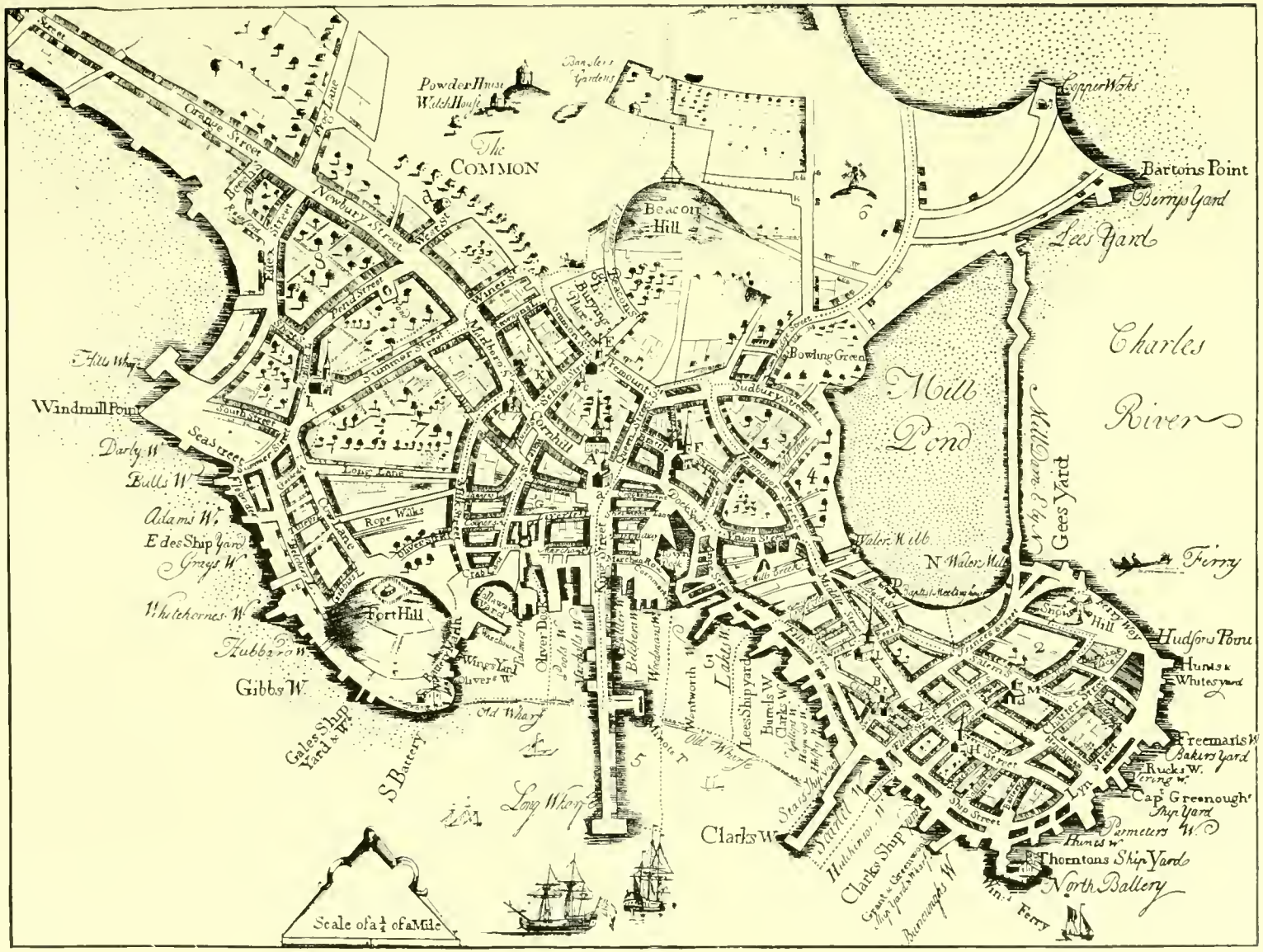
dislike for the Lords Brethren was evidently not deep, for he was wont to revisit the town in a friendly way, and at length took to wife a Boston Puritan matron. It is another pretty tradition that for his Boston visits he used a steer that he had trained to saddle.

Life in the Puritan town through the half century of the Colony period was indeed austere. The government general and local was most paternal. Sumptuary laws closely regulated domestic affairs. Enactments by the General Court against extravagance, or "bravery," in apparel of both sexes, were early and repeated. A law of 1630 was directed against the wearing of short sleeves by women, "whereby the nakedness of the arme may be disclosed in the wearing thereof." A law of 1651 was drawn with fine nicety between rich and poor, between gentlemen and gentlewomen and the people of "meane condition." "We cannot but accompt it o^r^ duty . . . to declare o^r^ utter detestation & dislike that men or women of meane condition, educations, and callinges should take uppon them the garbe of gentlemen, by the wearinge of gold or silver lace, or buttons, or points at their knees, to walke in greate bootes; or women of the same ranke to wear silke or tiffany hoodes or scarfes, which though allowable to persons of greater estates, or more liberall education, yet we cannot but judge it intollerable in persons of such like condition." So in part runs the neatly drawn preamble to this enactment, which prohibited the wearing of "gold or silver lace, or gold or silver buttons, or any bow lace above two shillings per yard, or silver hoode or scarfes" by any persons, or "any of theire relations depending uppon them," whose visible estates, real and personal, did not exceed the value of two hundred pounds, with these exceptions: the magistrates or other public officers, "their wives and children," any "settled millitary officer or soldier in the time of millitary service," and, most considerately, those who had seen better days—those "whose education & imployments have been above the ordinary degree, or whose estates have been considerable though now decayed." In 1675, when the awful shadow of King Philip's War was upon the Colony, the Court denounced as most offensive at such a time, the "manifestations of pride" in costly apparel and personal adornment; and it particularly condemned the custom by men of wearing "long haire, like women's haire," made into "perewiggs," and by women, "especially the younger sort," of "borders of haire, and their cutting, curling, & immodest laying out their haire." Accordingly such customs were prohibited under penalties, as also the "vaine, new, strainge fashion w^th^ naked breasts and armes, or, as it were, pinioned w^th^ the addition of superstitious ribbons both in haire and apparel."

Trials for "witchcraft" were begun by the General Court sitting in the second meetinghouse of the First Church, so early as 1648, forty-four years before the outbreak at Salem Village. In June that year a woman was convicted and hanged on Boston Common. She was one Margaret Jones, of Charlestown, a woman doctor. Her medicines were simples and given in small doses, "yet had extraordinary violent effect." Her touch also appeared to have had a mesmeric influence. Three years later, in 1651, a second victim was convicted, and also executed on the Common. This one was a Springfield woman, Mary Parsons, wife of Hugh Parsons, a sawyer, who had mutually accused each other of witchcraft. In 1656 a woman of social position in Boston and of high connection was sent to the gallows as a "witch." This was Mistress Ann Hibbens, sister of ex-Governor Bellingham, that year the deputy governor, and widow of William Hibbens, a leading

Boston merchant, and of high importance in the Colony, an assistant from 1642 till his death, and sometime agent of the Colony in England. She was a woman of high spirit and with "more wit than her neighbors," as was afterward said by one of her defenders. Various troubles, and losses in the latter part of her husband's life which had reduced his estate, made her crabbed; and charged with exercising a turbulent temper, and quarrelsomeness, she was censured by the Church before she was brought up for "witchcraft." She was first tried and convicted by a jury. But the magistrate set aside the verdict. Then she was summoned before the General Court. She defended herself ably, but without avail. The Court—by a bare majority, however—condemned her. The sentence was pronounced in open court by Endicott, then governor. She was hanged on the Common on a day in late June, presumably after the Thursday Lecture. The next and last victim of the delusion hanged in Boston was "Goody" Glover, of the North End, condemned for "bewitching" the children of John Goodwin, "a sober and pious" townsman. She was executed in 1688, during the Inter-charter period, four years before the Salem outbreak.

The proceedings against the Quakers began in the summer of 1655, when ten members of the sect, two women first arriving from England by way of Barbadoes, the others coming direct from England, appeared in the town. They were thrown into prison, their books taken from them and burned in the Market Place, and although there was then no colonial law against Quakers, they were ordered to be banished. The next year laws against the "cursed Sect of Hereticks" were duly enacted, and published through the streets with the beat of the drum. The next year were added laws against harboring Quakers, or entertaining one of them for even an hour, with harsh penalties attached—the cutting off of an ear for a first offence, the other ear for a second, whippings, and borings of the tongue if the offence were persisted in. Other laws levied a fine upon any person apprehended in attending a Quaker meeting, and a fine upon a speaker at such meeting. And penalty of death was decreed against all banished Quakers who should return. Then followed the rigorous execution of the laws against those who defied them. There were whippings "at the cart's tail with a three-fold knotted whip," of Quakers who reappeared or newly came, as they were driven from the town. The right ears of imprisoned men were cut off. Women were kept in prison three days without food, then whipped with the three-fold knotted whip, then returned to prison to remain eight days more, then banished. Josiah Southgate was sentenced "to be whipt at a cart's tail, ten stripes in Boston, the same in Roxbury, and the same in Dedham." Then, in 1658, William Robinson and Marmaduke Stevenson were hanged, and Mary Dyer, "after she was upon the ladder with her arms and legs tied, and the rope about her neck," was reprieved, at the plea of her son, and banished. But the resolute woman returned the next summer, in June, and was then hanged. Twenty years before Mary Dyer had been one of the close friends and firm adherents of Mistress Anne Hutchinson in the "Antinomian Controvercy"—the movement for the "covenant of faith," against the subjection to the "covenant of works," or the law of works, as essential to salvation, which the orthodox ministers preached. With the "King's missive" in 1661, the letter of Charles II commanding that the death penalty on Quakers be no more inflicted, and those Quakers confined be sent to England for trial, the proceedings against the sect did not altogether cease. Indeed in 1675 more



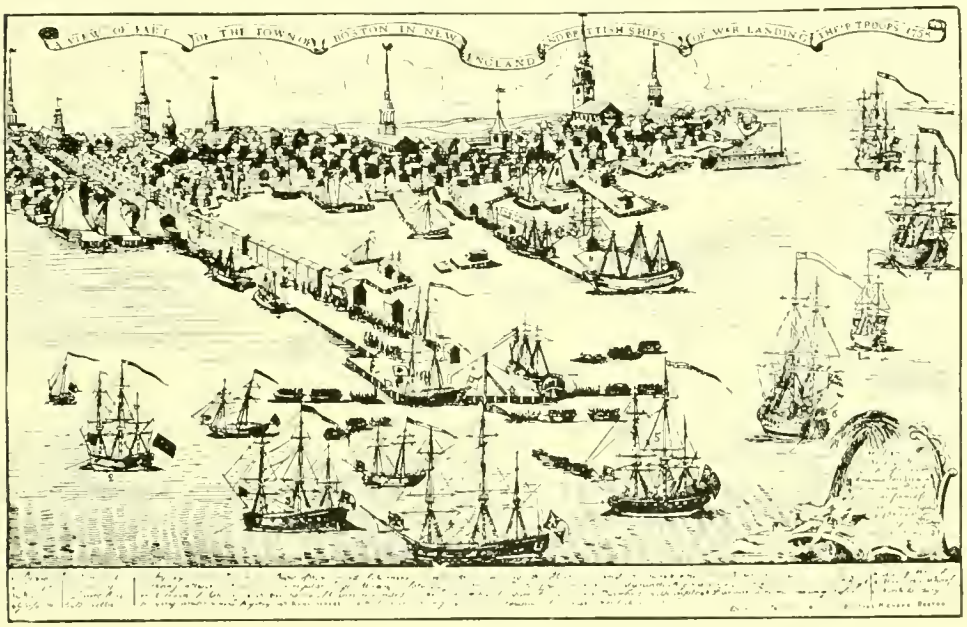
A BURGIS MAP OR VIEW OF BOSTON DRAWN IN 1729

Quakers were whipped. In 1677 new laws against them were enacted. It was in 1677, on a July Sunday, that the Quakeress Margaret Brewster, arrayed in sackcloth, with ashes upon her head, her face blackened, and barefoot, with a companion, burst upon the quiet congregation of the South Meetinghouse, in sermon time, uttering the warning of a "grevious calamity," "called the black pox," to come upon the town as a penalty for its persecution of the Quakers: for which startling performance she was promptly "whipt at the cart's tail up and down the town with twenty lashes." Others apprehended soon after holding a Quaker meeting were whipped. Steadily, however, the sect increased in numbers in the town, and by this time they had established a regular place of worship. By 1697—five years after the institution of the Province—they had a meetinghouse erected. It was the first brick meetinghouse in the town. It stood, a little structure twenty-four by twenty feet, on Brattle Street where now is the Quincy House. In 1708, when it had become outgrown, a second and larger one was built, on another site. This was placed on the present Congress Street, just North of Water, and the streetway accordingly came to be called Quaker Lane. Adjoining this meetinghouse was the Quaker burying-ground. Here the Quakers worshipped with diminishing numbers—they began to decrease with the ceasing of persecution, and permission to go their own way unmolested—till 1808, when the property was sold, and the burying-ground removed to Lynn, which had then become the chief seat of the Friends in Massachusetts.

Anabaptists, Antinomians, Episcopalians also continued to be debarred from the town through the Colony period, or persecuted if they thrust themselves in. Persistent Baptists were whipped, imprisoned, exiled. And when at length in 1680, they had managed to erect a meetinghouse, its doors were straightway nailed up by order of the governor and council. This first Baptist meetinghouse was at the North End, at the corner of Salem and Stillman Streets, conveniently beside the North Cove, or Mill Pond.

Sunday was the sombrest of days. Between the Sabbath hours, from sunset of Saturday to sunset of Sunday, which the minister John Cotton instituted, all toil and worldly pleasure were ordered to cease. No strolling in the streets, no social visiting were allowed. Travelling from place to place save for "necessity, mercy, or attendance upon a place of worship" was prohibited, under penalties. No cart was permitted to pass out of the town. No horseman or footman, unless able to give a satisfactory statement of the necessity of his business could leave it. "Wards," consisting of a selectman or a constable "with two or more meet persons," were required to walk the town from end to end and enforce these regulations. Constables and tithing men must search tippling houses for Sabbath breakers. Noisy offenders were clapped into a public "cage." The observance of Christmas and the established church days—"such festivalls as were superstitiously kept in other countrys to the great dishonor of God and offense of others"—was vigorously condemned. A celebrator of such festal days "either by forbearing to labour, feasting, or any other way," was subject to fine. Discrimination against undesirables of whatever sort was rigorous. Strangers of doubtful or unsatisfactory antecedents, and new comers that might prove a burden to the community, were "warned" out of the town, or driven out if they moved not voluntarily. Civil rights depended upon Puritan church membership. None but "freemen," who must be members of this church and no other, could exercise the franchise. The townsman who could not obtain such member-

ship, or preferred to remain outside the Church, was nevertheless taxed for the Church's support, and he must attend its services regularly or suffer the penalty prescribed. This law, adopted in 1631, stood for more than thirty years. Then— in 1664—it was slightly modified by the provision that freeholders ratable at ten shillings, not church members, could be admitted freemen if "certified by the ministers to be orthodox in their principles and not vicious in their lives." As thus amended the law continued substantially in force until the beginning of the Province period, in 1692.



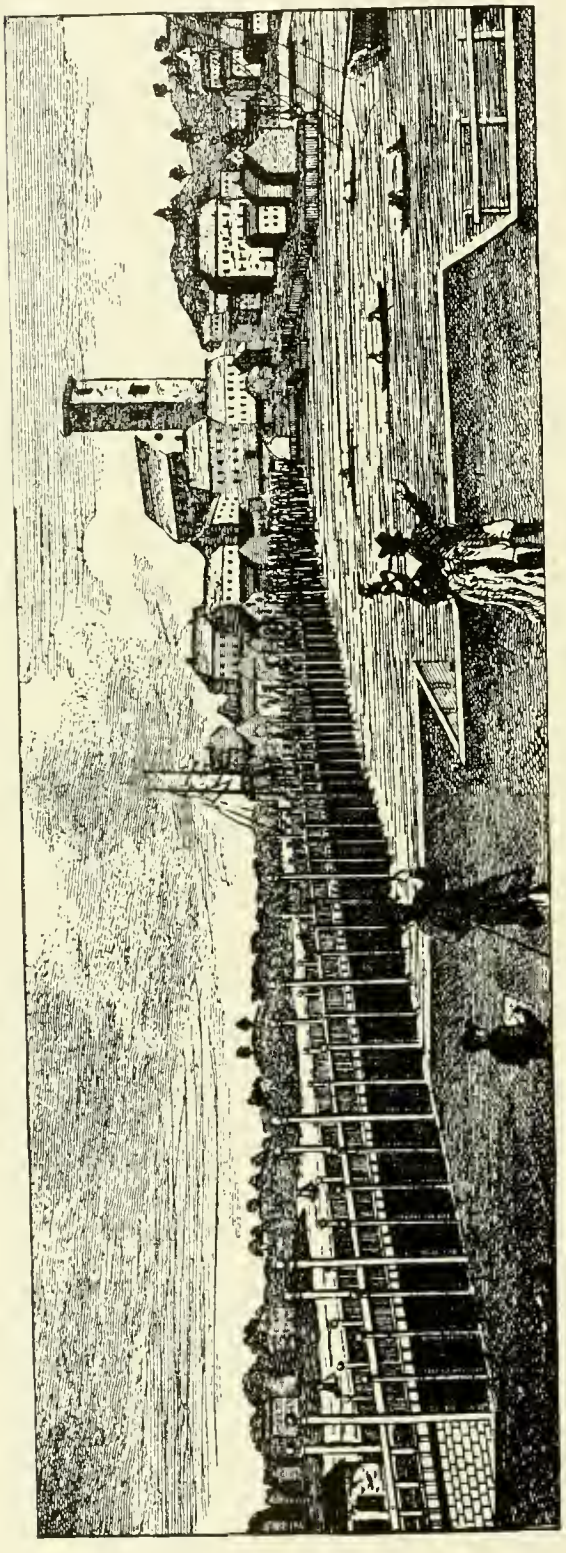
THE PAUL REVERE MAP OF BOSTON, ENGRAVED IN 1789

The reading matter under illustration is as follows:

On Friday, Sept. 30th 1768, the ships of war, armed Schooners, Transports &c. came up the Harbour and Anchored around the Town, their Cannon loaded, a Spring on their Cables as for a regular Siege. At noon on Saturday, October the 1st, the fourteenth and twenty-ninth Regiments, a detachment from the 59th Regt. and Train of Artillery with two pieces of Cannon, landed on the Long Wharf, they Formed and Marched with Drums beating, Fifes playing and Colours flying up KING STREET. Each Soldier having received 16 rounds of Powder and Ball.

The eight ships in this fleet consisted of (1) Beaver, (2) Senegal, (3) Martin, (4) Glasgow, (5) Mermaid, (6) Romney, (7) Launceston, (8) Bonetta.

Yet life was not all sombre in the Puritan town. With all the colonial blue laws, occasions were not wanting for rollicking and fun. Such were the military trainings on Boston Common. So was 'Lection Day. The chief diversions were public meetings and the Thursday Lecture. Politics and religion along with trading most engrossed the townfolk. The town meetings, which governed the town, constituted a forum for free discussion, and they bred a race of politicians. The efforts to maintain the Colony Charter against the repeated assaults of its enemies also bred American statesmen. No shrewder play of statesmanship than that in this long struggle is recorded in early American history. And all this play centered in Boston.



THE CHARLES RIVER BRIDGE CONNECTING BOSTON AND CHARLESTOWN, AND OPENED TO THE PUBLIC IN 1786, BY A BIG CIVIC CELEBRATION. CONSIDERED ONE OF THE GREAT ENTERPRISES OF THE COUNTRY

When at length the charter was revoked, and Sir Edmund Andros was installed in the Boston Town House as "Captain-General and Governor-in-Chief of all New England," under James II's commission, with Randolph, that arch stirrer up of the Colony's troubles, busy at his schemes, it was a Boston minister, Increase Mather, whose masterly diplomacy as the Colony's chief agent sent to England to lay its case before the King, procured the second, or Province Charter, with such concessions in detail as to render it, despite its establishment of the royal control, far more liberal than any granted any other colony, as the historians point out. Meanwhile, as the negotiations of Mather and his associates were underway overseas, here in Boston the Bostoneers, with the country folk who had flocked to the capital, had risen and deposed Andros and imprisoned him with his chief men, and reinstated a body of the old magistrates as a "Council of Safety," in that "bloodless revolution" of April

fourth, 1689, after the arrival of the news of William of Orange's landing at Torbay and the downfall of the Stuarts. This first forcible resistance to the crown in America was at the start essentially a Boston affair. The defence of the insurrection, proclaimed from the front of the Town House, was a "Declaration of the Gentlemen, Merchants, and Inhabitants of Boston." And this was drawn up by that other remarkable Mather—the Reverend Cotton, son of the Reverend Increase. Samuel Bradstreet, the last governor under the revoked Charter, who had been the first secretary of the Colony, and for many years an assistant, now the sole surviving associate of Winthrop, in his eighty-seventh year yet lusty, was reinstated with his associates of the



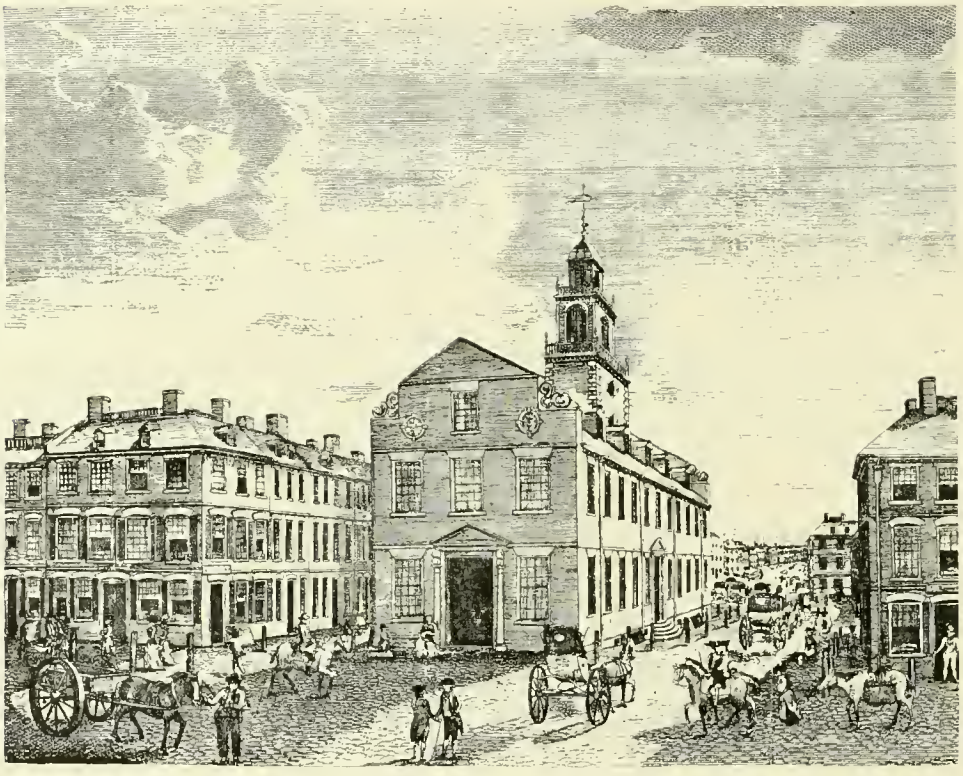
BOSTON AND THE HARBOR OF 1820

Council of Safety as Councillors, sitting in the Town House; and government was resumed under the old Charter as though it had not been annulled, while events from England were awaited. This government held through the remainder of the Inter-charter period which covered the years 1684-1692.

The First Church remained the one church in the town for twenty years. Then in 1649 the Second Church was instituted and at the North End. Its first meetinghouse was erected that year in North Square. This was burned down in 1676, and rebuilt the next year. The latter became the historic Old North Church, and was the meetinghouse, then a century old, which the British troops pulled down and used for firewood during the hard winter of the Siege of Boston. It was the pulpit of the famous Mathers, Increase and Cotton, from 1664 to 1723; and Samuel Mather, son of Cotton, 1732-1741. The Third Church was what we know as the Old South, organized in 1660, and the first meetinghouse that year built, on the site occupied by the present Old South Meetinghouse which succeeded it in 1730; and upon what was the "Governor's Green"—the green or garden lot adjoining Governor Winthrop's second house in Boston, the "mansion" in which he lived the last six years of his life, and where he died, in 1649, in his sixty-third year and the town's nineteenth. This mansion remained, in after years serving as the parsonage of the Old South, an honored landmark through to the Revolution, when,

like the Old North Church, it was pulled down during the winter of the Siege and used for firewood by the British, while the present meetinghouse was utilized for the exercise of their cavalry horses.

The first Town House, of which the present Old State House is the lineal descendant, was set up in the Market Place in 1657-1659 (being two years in building), and succeeded the Market Place as the business exchange. It was practically a Town and Colony House, the seat of Town and Colony government, as the meetinghouse had been. It was provided for in the prodigious will—one hundred and fifty-eight folio pages, "all writ in his own hand"—of Captain Robert Keayne, a public-spirited citizen, founder of the military organization which became the Ancient and Honorable Artillery Com-



STATE STREET, BOSTON, DURING THE EARLY PART OF THE NINETEENTH CENTURY
THIS VIEW SHOWS THE EXACT SPOT ON WHICH
THE BOSTON MASSACRE TOOK PLACE

pany, and its first captain, an enterprising merchant—a tailor—a large landholder, yet could not escape censure and penalty of Church and Court for taking exorbitant profits in his trade. Keayne died in his house beside the Market Place (his estate was on the South side between the present Devonshire and Washington Streets) in March, 1655 or 1656. His will provided in detail for a Town House, an armory, a public library, and a conduit. The sum he bequeathed, however, was not sufficient for the sort of Town House the town leaders felt should be erected. Accordingly an additional fund was raised through subscriptions of the townspeople, some agreeing to pay in merchandise, others in live stock, and provisions, some in labor. The contract called for a "very substantial and comely" building, of wood, set upon



THE PRESENT STATE STREET LOOKING EAST FROM IN FRONT OF THE OLD STATE HOUSE, TAKEN FROM THE SAME LOCATION AS THE PICTURE ON THE OPPOSITE PAGE, BUT SHOWING THE LOWER END OF THE MODERN THOROUGHFARE

"twenty-one pillars full ten feet high between pedestal and capital," and overhanging the pillars three feet all around. No actual picture of the quaint structure, the most elaborate then in the town, is extant. The one which the histories contain and which we reproduce, was drawn from the full detailed specifications in the contract. Thomas Joy and Bartholomew Bernard were the builders, and they built thoroughly and honestly. The place enclosed by the pillars was used as a free market, and as an exchange where "the merchants of the town may confer"; upon the floor above the courts sat and the town officers had their quarters. This "comely building" served Town and Colony for more than fifty years—through the Colony and Inter-Charter

periods, and well into the Province period. So here sat Governors Endicott, Leverett, and Bradstreet; Joseph Dudley as President of New England and his fifteen councillors. Here reigned Andros until his overthrow by the revolution of 1689. And here began the reign of the royal governor. Here also, in 1686, was instituted the first Episcopal church in Boston, when the authorities refused the use of any of the meetinghouses for this purpose. The House finally went down in the "great fire" of October, 1711,—the eighth "great fire" from which the town had suffered in four score years of its life—together with the neighboring meetinghouse, and one hundred dwellings, including most of those then on the present Washington Street South to School Street. A second Town and Court House, but of

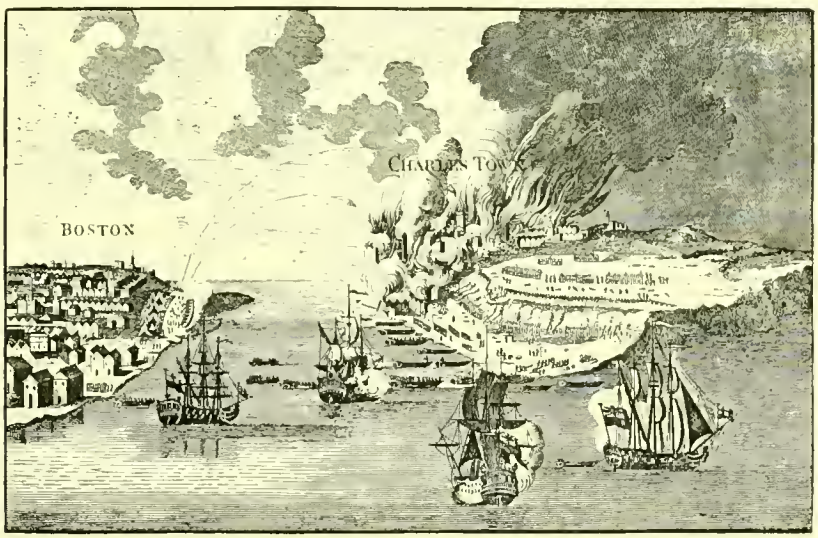


PAUL REVERE'S HOUSE TODAY
MAINTAINED AS ONE OF THE SHRINES OF AMERICAN INDEPENDENCE

brick instead of wood, speedily arose upon its site, being completed in 1713. A third of a century later, in 1747, this second house was in turn burned, all but its walls. Then, in 1748–1749, the present building of brick and oak was erected upon and in the old walls. Thus the present "Old State House" dates, or its outer walls date, from 1713.

Under the Province charter Boston became the capital of a vast state, comprising the territories of the Plymouth Colony, of Maine, and of Nova Scotia, annexed to Massachusetts. The old order of things abruptly changed. Church and State were separated. All religious sects with the single exception of "Papists"—Roman Catholics—were now enfranchised. The Church of

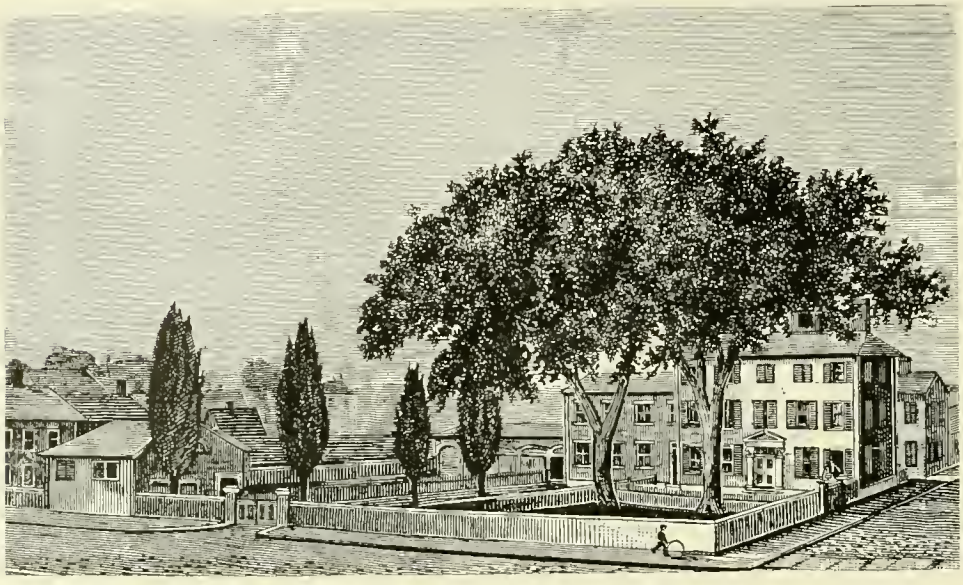
England became a permanently established institution. With the advent of the royal governor came a gay retinue of subordinates enlivening the drab town. There were comings and goings of military men, of "high naval officers with their squadron and riotous crews." Early the town became the centre of a miniature court. The crown officers introduced into it the forms and the ceremonies of a vice royalty. The stateliest mansion was acquired and transformed into the Province House, a grand official home for the royal governors. The new King's Chapel, the erection of which Andros had caused to be begun on land taken from a corner of the first burying-ground, all Puri-



A PICTURESQUE VIEW OF THE ATTACK ON BUNKER HILL

tan landholders refusing to sell for such a purpose, was made the official church, and on its walls and pillars were hung the king's and the governor's escutcheons. The Town House as the seat of government was emblazoned with royal emblems. Scarlet and gold and glitter brightened the crooked streets, gaily colored the social life. Many of the old régime mourned over the turn of things with ominous shakings of heads. They frowned upon the bringing in of Old England sports on certain holidays. On Christmas which the new element ostentatiously observed they as ostentatiously kept open shop and went about their ordinary vocations. Some of the native stock, however, citizens of standing in the community, welcomed the change in government, "secretly or avowedly." From these, together with other citizens of position and influence, socially and commercially, evolved the Royalists, or "Tories," of the pre-Revolutionary period. From others quite as high in the little social and commercial world, things smaller in numbers, together with the predominating middle class, developed the Whig, or "Liberty men."

In 1704 the first American newspaper to be permanently established in the colonies, was begun in *The Boston News-Letter*. An earlier attempt at journalism had been made in Boston in 1690, fourteen years before the establishment of the *News-Letter*, with the venture of *Publick Occurrences, both Forreign and Domestick*, a quite creditable performance; but the times were



CAPTAIN JAMES DALTON'S HOUSE, BUILT 1758. SITE NOW OCCUPIED BY THE POST OFFICE



LATER VIEW OF CONGRESS AND MILK STREETS, NOW OCCUPIED BY THE POST OFFICE

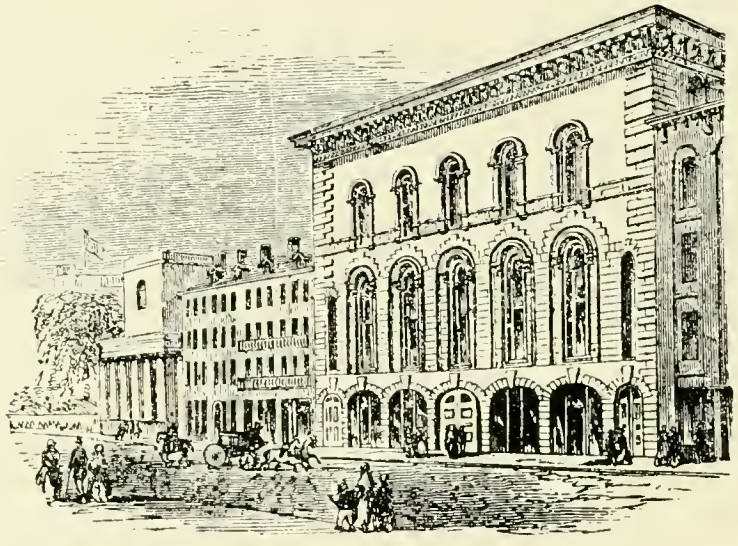
not yet ripe for a free or an unbridled press, and *Publick Occurrences* was promptly courted with the initial number by order of the Governor and Council. In 1719 a second paper was launched—*The Boston Gazette*. These two remained the only newspapers in the colonies; but only for a day; for under date of the day following that of the *Gazette's* first issue *The American Weekly Mercury* started up in Philadelphia. Both the *News-Letter* and the



BOSTON POST OFFICE OF TODAY SHOWING THE EAST, OR CONGRESS STREET SIDE. THE STREET ON THE LEFT IS MILK, AND THAT ON THE RIGHT IS WATER. THE MONUMENT IS ONE ERECTED TO THE MEMORY OF THE LATE GEORGE T. ANGELL, FOUNDER OF THE MASSACHUSETTS SOCIETY OF PREVENTION OF CRUELTY TO ANIMALS

Gazette ran through the Province period, the former continuing to 1776, the latter to 1780. The *News-Letter* became the Tory paper and went down in the Siege of Boston.

In 1742 Faneuil Hall was added to the few public buildings, presented to the town by the generous Peter Faneuil, to become the place of famous town meetings, and the "Cradle of Liberty." It had the distinction of being designed by a painter-architect of reputation—the Scotch John Simbert, among the earliest to introduce art to the town with his portraits



TREMONT STREET IN ITS EARLY DAYS, SHOWING THE FAMOUS OLD TREMONT TEMPLE AND THE KING'S CHAPEL

of Boston worthies, forerunner of John Swyleton Copley, Boston's native "court painter." The original Hall was burned all but its walls in a destructive fire of January, 1762, and a second built upon its walls in 1762-1763. The present Hall is the building of 1763 doubled in width and a story higher, the enlargement having been made in 1805 under the supervision of Boston's most famous native architect, Charles Bulfinch. Above the public hall have been the quarters of the Ancient and Honorable Artillery Company for many years. The present King's Chapel, covering the site of the first one, which was enlarged and embellished in 1710, was building from 1749 to 1754. Its transformation from the first Episcopal church to the first Unitarian in America came in 1787. The present Christ Church, at the North End, dating from 1723, now the oldest church edifice standing in Boston, was the second Episcopal church to be organized. Trinity Church, dating from 1728, its first church building, however, not set up till 1735—on Summer Street, at the corner of Hawley Street—was the third Episcopal church in Boston. The first Catholic church edifice was not erected till the opening of the nineteenth century, although Mass was first celebrated in Boston in 1788, and the first Catholic church was organized in 1790.

One of the earliest pictures of Boston as a whole—"A South East View of y^e^ Great Town of Boston in New England in America," drawn in 1723 by William Burgis, and known as the Burgis View,—shows the town from

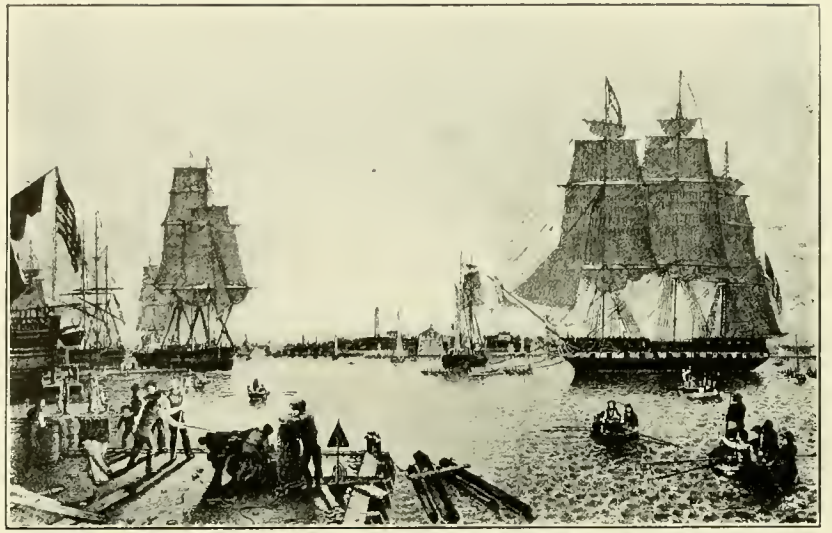
end to end with the water front; and the descriptive text enumerated about thirty-two hundred houses, including several notable mansions, one-third of which were built of brick, eleven churches, fifteen shipyards, one hundred and four streets, lanes, and alleys the most of them paved with pebbles, and the number of inhabitants sixteen thousand. Commerce and industries were then prospering, regardless of the hampering navigation acts and the Parliamentary laws which would suppress colonial manufactures. The harbor was busy with shipping. Boston trade was "reaching into every sea."

In the pre-Revolutionary period the "rebellious town," as Boston above all others in the colonies had come to be called in England, contained about sixteen thousand inhabitants. The several steps in the fourteen years of this period that led up to the Revolution—the move against Writs of Assistance with Otis's electrifying argument before the high court of the Province, the revolt against the Stamp Act and the Townshend Revenue Acts, the "Boston Massacre," the "Boston Tea Party," and finally those acts in connection with the closing of the port, when "the continent as 'one great commonwealth' made the cause of Boston its own."—may all be easily traced today within a narrow compass of the old town, for, fortunately, their landmarks have not been altogether obliterated in the town's repeated makings over. They centered for the most part in and round about the present handsomely preserved Old State House, Faneuil Hall, and the Old South Meetinghouse.

After the Revolution numerous enterprises in the development of the town were inaugurated. In 1784, we are told by the local historian, Shurtleff, the North End contained about six hundred and eighty dwelling-houses and tenements, and six meetinghouses; "New Boston," or what we now call the "Old West End," about one hundred and seventy dwelling-houses and tenements; and the South End, then extending from the "Mill Bridge," on Hanover Street, near the corner of Union Street, over the "old canal," to the fortifications on the Neck near Dover Street, about twelve hundred and fifty dwelling-houses, ten meetinghouses, all the public buildings, and the principal shops and warehouses. Some of the mansion-houses in this part, says Shurtleff, writing in the latter eighteen-sixties, would now be called magnificent. No streets had then been constructed West of Pleasant Street and the Common. In 1786 the first bridge from Boston was completed—the Charles River Bridge to Charlestown, considered at the time one of the grandest enterprises ever undertaken in the country. Seven years later, in 1793, the West Boston Bridge to Cambridge, from the foot of Cambridge Street, was added. In 1795 the erection of the State House—the "Bulfinch Front"—placed in the "governor's pasture," a part of the Hancock estate, adjoining the mansion-house grounds on Beacon Street, was begun. Then followed the upbuilding of Beacon Hill Westward, to that time in large part pasture lands over which the cows roamed. In 1803 Charles Street at the foot of the Common and Beacon Hill was laid out. In 1804 Dorchester Neck and Point, the territory forming the greater part of South Boston, was annexed to Boston. In 1811 the levelling of the main peak, or summit, of Beacon Hill, was begun. Its cutting off occupied a dozen years, and was locally called "The Great Digging." The earth was mostly used for filling the North Cove, or Mill Pond.

Boston continued under the town system, governed by a board of selectmen, until 1822, although propositions to change to the forms of an independent city had been repeatedly made, the first one in 1708, but invariably

THE OLD SHIP CONSTITUTION IN BOSTON HARBOR



TREMONT STREET MALL LOOKING NORTH



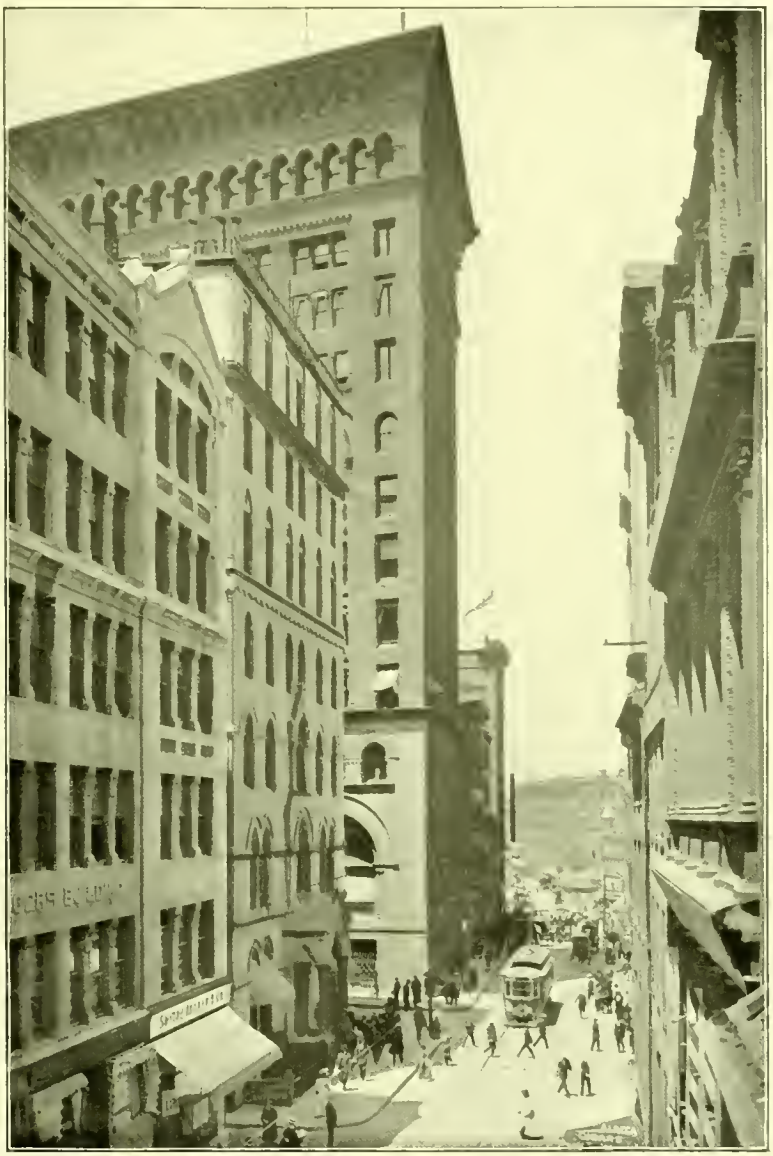


THE REMOVAL OF BEACON HILL IN 1811-1823



THE OLD BRAZER BUILDING, SITE OF THE FIRST CHURCH OF BOSTON

CHARACTERISTIC VIEWS OF EARLY BOSTON



PRESENT VIEW OF WASHINGTON STREET LOOKING NORTH FROM IN FRONT OF THE OLD STATE HOUSE

voted down in town meeting. And the vote in favor of the change, in January, 1822, was carried only by a small majority. The charter subsequently obtained was accepted by the legal voters on the fourth of March following, by a majority of less than a thousand in a total vote of forty-six hundred and seventy-eight. The debt transferred from the town to the city was only a hundred thousand dollars, which speaks well for those frugal days. The inhabitants then numbered fifty thousand, and the valuation of real and personal property was about forty-four millions. The first city government was organized on the first of May, 1822, in Faneuil Hall. The first City Hall was the present Old State House. The first mayor was John Phillips, a citizen of high standing, under the town government for many years town advocate

and public prosecutor. Wendell Phillips was his distinguished son. The second mayor was Josiah Quincy, elected by the whole number of votes cast. His administration covered six terms, 1823-1828. During this period great improvements were effected by Mr. Quincy. These included the building of the Quincy Market-house; the opening of six new streets in its neighborhood and the enlargement of a seventh; and the acquisition of docks, and wharf rights to the extent of one hundred and forty-two thousand square feet. "All this," says Mr. Quincy in his "Municipal History of Boston" was "accomplished in the centre of a populous city not only without any tax, debt, or burden upon its pecuniary resources, but with large permanent additions to its real and productive property." In 1830, during the mayoralty of Harrison Gray Otis, the development of the newer South End, South of Dover Street to the Roxbury line, with the filling of the flats on either side of the Neck, was begun; although this development was not systematically pursued until some twenty years later. In 1833 the upbuilding of "Noddle's Island," before that time a place of large farms, and a favorite with fishing parties, was energetically started, and Noddle's Island became East Boston. In 1857 the great "Back Bay Improvement"—the filling of the Back Bay and the resultant upbuilding of the impressive Back Bay quarter of the city—was begun. At the same time the "marsh at the bottom of the Common," over which there had been controversy for some years, and which had long been occupied by ropewalks, was formally set apart for the Public Garden. Soon after systematic plans for the Garden's development were made.

Meanwhile Boston commercially had become a great centre of foreign trade. By 1837, with the initial railroads—the Boston and Lowell, the Providence, and the Worcester and Western, underway, Boston possessed, as Charles Francis Adams has described, the best developed germ of a railroad system in all America. In 1840 the first steam packets of the Cunard Company made their appearance in Boston Harbor—the "Unicorn" in June, the "Britannia" in July, and the "Arcadia" in August—and the first regular Atlantic steamship service had begun. For several years thereafter Boston was possessed of a combination of railway and steamship facilities such as (again quoting Charles Francis Adams' statements) no other city on the seaboard could boast of. Then, with the establishment by leading Boston houses of selling agencies in New York, and the opening of the California trade, the commercial leadership passed to New York. The financial centre of the great New England manufacturing interests, however, still remained in Boston.

While its physical appearance had changed, and its enterprise was broad and varied, the city yet remained, as Mr. Adams pronounced, a provincial town in aspect and manner till the 'sixties.

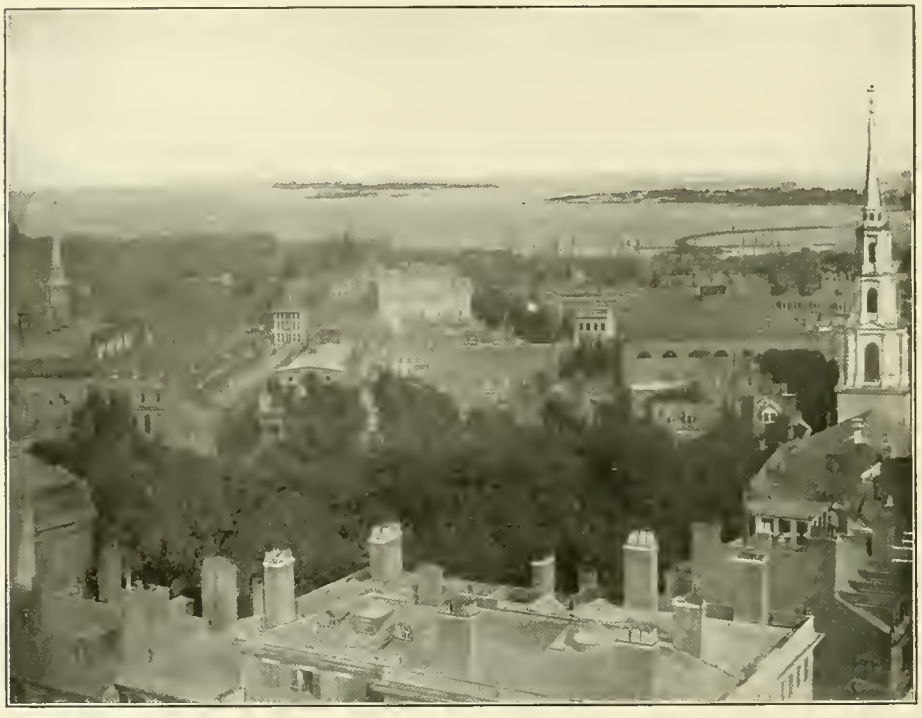
CHAPTER II

THE BOSTON OF FIFTY YEARS AGO

THE SMALL BUT CONSPICUOUS CITY OF THE MIDDLE EIGHTEEN SIXTIES—ITS CHARACTERISTICS, INSTITUTIONS, ACTIVITIES, AND MEN—SOME REPRESENTATIVE MERCHANTS, STATESMEN, POLITICIANS, EDITORS, LAWYERS, MINISTERS OF 1865

THE Boston of 'sixty-five was a snug town still confined to the original peninsula with only two outlying districts—South Boston's point and East Boston's island. The business parts were compact and the residence quarters close to them, or within easy walks or horse-car or omnibus rides. The present Roxbury, West Roxbury, Dorchester, Charlestown, and Brighton Districts were yet independent municipalities or townships. The city then ended on the South at the Roxbury line on Boston Neck as at the town's beginning; on the North, at Charles River and the harbor turn; on the East, at the harbor front; and on the West, slightly below Arlington Street at the foot of the Public Garden. The Back Bay was yet in considerable part open water and unsightly flats. The filling by dump cars, opening at the sides, with gravel brought from distant hills, neighboring heights at first utilized being exhausted, was progressing with a fair degree of rapidity, but large spaces yet remained to be covered. Beacon Street, on the North side made into the "Milldam," the long stone causeway across the head of the bay which appears in old pictures of the West side of the middle nineteenth century Boston; Boylston Street, on the South side practically ended with a line of genteel brick houses opposite the Public Garden terminating at about the opening of the present extension of Arlington Street South. The Milldam had been built in 1818-1821 for the two-fold purpose of providing a water power by means of a tide mill, and a toll roadway—"Western Avenue"—to the mainland; while it further served to reclaim the Back Bay lands from the sea. It was the conception of Uriah Cotting, one of the most sagacious and public-spirited Bostonians of his day, to whom Boston was indebted for numerous very great improvements which largely increased its area and its taxable property, among them the laying out and substantial upbuilding of Broad and India and cross streets, with the establishment of modern wharves on the harbor front, and as extensive undertakings in other parts of the town,—the "greatest benefactor of Boston," as Nathaniel Ingersoll Bowditch, the "Gleaner," among Boston's accurate historians, terms him, who died in 1819 insolvent through reverses during the embargo and the War of 1812; and who, in Gleaner's estimation, was as deserving of lasting commemoration as Peter Faneuil and Josiah Quincy: but who is remembered

only in the name of a small street in the now bedraggled part of the old West End, between Leverett and Lowell Streets, passing through land which he once owned. Radiating from the Milldam were similar dams—the "Cross-dam" to Roxbury, and the "Punch Bowl Road" to Brookline—which in the Back Bay development were utilized in Parker Street and Brookline Avenue respectively. In 1865 the Milldam was a free roadway, the tolls having been taken off two years before, and it had become colloquially the "Brighton Road," a famous trotting and racing course as well as a soberly travelled thoroughfare. The silver maples, bent landward by the force of the wintry winds (I believe there is one yet left) which adorned one side of the roadway, added to its charms. It was the scene of a winter carnival when snow was



LOOKING SOUTHEAST IN 1865 FROM THE CUPOLA OF THE STATE HOUSE SHOWING THE HARBOR, CITY POINT AND FORT INDEPENDENCE

on the ground. Then sleighs of all styles and condition lined either side, going out or coming in, while up and down the middle raced spanking teams in glorious fashion. On Beacon Street the houses then extended below Arlington Street a little beyond the line of white granite houses of quiet and neat façades West of Charles Street and opposite the Public Garden which before had marked the finish of Beacon Street.

The Public Garden was yet without fountain, statue, or monument, and the serpentine pond unbridged. The first unornamental erection, the ponderous bridge which the local wits dubbed the "Bridge of Size," was not to appear for two years yet; and the first statue,—the equestrian Washington, Thomas Ball's best work,—for five years, although the movement for the latter was begun before the war: by a great fair in 1859. There were but two churches on the "New Lands," as the Back Bay quarter was at first termed, in 'sixty-five—the Arlington Street Church, Arthur Gilman's fine

piece of architecture after the Wren model; and the Emmanuel, on Newbury Street close to Arlington Street. The Natural History Society's building, the pioneer of the Back Bay institutional establishments, had been completed only the year before. The Rogers Building of the Massachusetts Institute of Technology, founded in 1861, was underway to be finished the next year—1866. These two stately structures were to remain thereafter for quite a while the sole lonely monuments of the Western building up of the New Lands. In front and in the rear of them was marked on the Back Bay plans a public square— "Berkeley Square"; but this scheme was ultimately abandoned, and that of Copley Square, lower down, substituted for it in the early 'eighties.

The fashionable residential part of the 'sixties was the new South End, with its comfortable broad-breasted houses, its spacious thoroughfares,



VIEW OF THE PUBLIC GARDEN, CHARLES AND BEACON STREETS, 1865

pleasant cross streets, its cheerful little parks; now, alas! given over to a boarding and "rooming" populace, and the social settler: the most cosmopolitan part of the city, yet with traces of its past glory. Then to live on Chester Square, on Union Park, or on Worcester Street, West Newton Street, Brookline Street, or round about Blackstone and Franklin Squares, was a mark of social position as definite as residence today anywhere within the Back Bay limits. Here were some of the finer churches and the notable institutions. But much of the old Boston "quality" yet lingered in the heart of the town. On Colonnade Row along Tremont Street, between West and Boylston Streets, opposite the Common (the latest note in Bulfinch's domestic architecture); on Summer Street between Washington Street and "Church Green," at the junction with Bedford Street, where still stood facing the Green the New South Church, this beautiful meetinghouse, a Bulfinch production, succeeding the plainer structure of the Province period; on Chauncy, Bedford, and Kingston Streets:—refined dwellings of older Boston types, remained, homes largely of old families to which their occupants were clinging fondly as business was pressing them round about; while Beacon Street and Beacon Hill still comprised the bluest quarter, the genuine West End.

The other historic hills, Fort Hill at the original South end of the harbor front, marked now by Independence Square, and Copp's Hill at the harbor's North end, were both still standing, though shorn and clipped; and between them was the irregular water line, for Atlantic Avenue was yet to be built. Fort Hill was shabbily reminiscent of its glory when it was a favored residential part. Around the square that crowned it, squalid remnants yet remained of once genteel houses, and the trees were still handsome, while its harbor outlook was unimpaired. It was thus to stand four years longer, for its removal was not begun till 1869. Copp's Hill was preserved as now by its ancient burying-grounds. In its neighborhood were yet a few respectable old Boston homes. But the fair North End of Colony and Province days, the first of all seats of Boston gentility, was now, and long had been, the tough end of the city. Its transformation into the foreign



A VIEW OF THE CITY HALL IN THE EARLY 'SIXTIES

quarter was underway. It was the bailiwick of the rougher populace. Sailors' houses and resorts abounded here. Along North Street, broad open to the sidewalk, were rows upon rows of sailors' dance halls and saloons, and from their hospitably wide open doors issued forth of nights the alluring screech of the fiddle and the heavy rhythmic thuds of solid dancing feet. Withal it was the most picturesque part of the town, thick with historic landmarks, and the show places to visitors.

The principal hotels were in the heart of the town, and were evening exchanges in which merchants, politicians, and men-about-town were wont to drop and discuss the news and affairs of the day. There was the Tremont House, where is now the Tremont Building, occupying the space between the Granary Burying-ground and Beacon Street, the stateliest in appearance, with its dignified pillared entrance porch, and the most distinguished, as well as the oldest, dating back to 1828. There were Parker's and Young's, the most

popular and favorite dining places much affected by *bon-vivants*, then much smaller than now, with Harvey D. Parker and Georges Young, both born landlords of the old school, in active conduct, and at the front, concerned in the welfare and comfort of their patrons. There were the American House, occupying the sites of three old time taverns, and boasting the first passenger elevator to be introduced into an hotel; the Revere House, dating from 1847, embellishing Bowdoin Square (then an attractive enclosure adorned with trees and framed in reputable old Boston architecture, in marked contrast to its present sadly shabby air), the most historic, as the place where for a long period the city's distinguished guests were entertained; the Quincy House, dating from 1819, the older part on the site of the first Quaker meetinghouse, distinguished in its patronage by New Hampshire and Maine folk; the Adams House, predecessor of the present Adams, occupying the site of the Lamb



STATE STREET AND THE OLD MERCHANTS' EXCHANGE, ENTIRE SITE NOW COVERED BY THE SPLENDID NEW EXCHANGE BUILDING

Tavern of Province and stage-coach days, in the 'sixties a favorite hostelry with country members of the Legislature; the Evans House, the newest, on Tremont Street opposite the Common, breaking into old Colonnade Row; the United States, close by the Western railroad stations, succeeding an earlier tavern built before railroad days, and so adopting for its seal that tavern's date, 1826; the Merrimack and the New England, comfortable houses near the Eastern stations. In the older parts of the city yet lingered a few inns left over from stage-coach days, as the Eastern Exchange on Causeway Street, the Elm House, and Wilde's, the latter with pebble-paved court-yard. There were a few old London-like small publics, as the Bite Tavern in Faneuil Hall Square; the Blue Bonnet in Sewall Place, back of the Old South Meetinghouse, the Stachpole on Milk Street. And there were the prime half tavern and half-restaurants, favorites of good livers, as "Billy" Park's house, in Central Place, covered now by the great Jordan, Marsh store, and "Brigham's," in Scollay Square, the establishment of Peter B. Brigham, who made a fortune in its conduct, together with wise investments in the new railroad



THE OLD SEARS ESTATE, A FINE EXAMPLE OF THE ARCHITECTURE OF FIFTY YEARS AND MORE AGO. THESE PREMISES ARE NOW OCCUPIED BY THE SOMERSET CLUB, A LEADING WOMEN'S ORGANIZATION OF THE CITY



OLD NATIONAL THEATRE WHICH STOOD ON PORTLAND AND TRAVERSE STREETS AND WAS THE HOME OF HIGH-CLASS PRODUCTIONS OF THE DAY. ERECTED IN 1832, DESTROYED BY FIRE IN 1863



OLD SOUTH CHURCH, SHOWING THE ADDITIONS MADE FOR POST OFFICE PURPOSES, AFTER THE GREAT FIRE OF NOVEMBER 9-10, 1872

enterprises, and whose monument is the beneficent modern Peter Bent Brigham hospital, endowed with his fortune.

The railroad stations of the several lines radiating from Boston, each system then having a station of its own, were all on the city's water edges—The Worcester, Old Colony, and Providence at the South, the Maine, Eastern, and Fitchburg at the North. The outer suburbs were comparatively remote. There were half a dozen separate horse-railroad systems, with a



SCHOOL STREET AND CITY HALL AVENUE IN 1865 AT THE COMPLETION OF THE NEW CITY HALL
A CORNER OF WHICH SHOWS ON THE LEFT

six-cent fare only to the immediate suburbs, and a ten-cent fare to those others to which the rails then extended, as Dorchester, Somerville, Malden, Medford. And trips were from fifteen minutes to an hour apart, according to the distance. The principal lines were the Metropolitan between Roxbury and Boston, its terminus on Tremont Street beside the Granary Burying-ground; the Broadway, from South Boston, terminating in Scollay Square—or at Scollay Building, where the Subway station now is; the Middlesex, from Charlestown and adjoining lines, also bringing up at Scollay Building; the Cambridge, ending in Bowdoin Square. There was also a line to Lynn, with office in Cornhill; and one to Quincy, from the corner of State and Broad Streets, making trips once an hour. Brookline was reached by an omnibus line, running from the Post Office, then on State Street, week days, and on Sundays from the State House—three trips on Sundays:—fare fifteen cents. Omnibuses dominated Washington Street between Concord Street near the Roxbury line and Court Street, State Street and Dock Square where Washington Street then ended. One line ran to the foot of State Street; another

to Chelsea Ferry, others to Charlestown. The last trips were nine o'clock in the evening. None was run on Sundays.

There were seven places of amusement: five theatres—the Boston Museum, the Boston Theatre, the Howard Athenæum, the Tremont (not the present Tremont, but a little affair back of the Studio Building), and the National; a minstrel hall,—Morris Brothers, Pell & Trowbridge's, in the remnant of the historic old Province House, back of Washington Street nearly opposite Milk Street; and an Aquarial Garden on Summer and Chauncy Streets. There were but three club-houses: the Temple, on West Street, opposite the opening of Mason Street, with easy access to the Boston Theatre; the Somerset, on Somerset Street by the corner of Beacon Street, occupying rooms in a fine old-time granite-faced mansion-house that had fallen to trade uses, and was ultimately to make way for the extension of the Houghton-Dutton building; and the Union, on Park Street opposite the Common, utilizing another and later-day mansion, the last Boston residence of the eminent merchant, Abbott Lawrence. The Temple was the oldest of the three, dating from 1829, and was fashioned after the high-bred London clubs; the Somerset had been established from 1852, and assumed to be the bluest blooded; the Union was new, and of the largest import, it having been organized in 1863, primarily, like the Union League of New York, as a patriotic social institution of substantial citizens in support of the Union cause in the Civil War.

Of the literary institutions and libraries contributing to the town's reputation for culture, the Boston Athenæum, more than half a century old (founded in 1807), housed in its chaste building on Beacon Street erected in 1849 (the façade of which the good sense of the proprietors has retained to this day, while reconstructing and fire-proofing the interior), was the chief. It was in these 'sixties an art museum as well as a library, forerunner of the present Museum of Fine Arts, to which, upon the latter's establishment in 1870, its collection of paintings was transferred. In the Athenæum was also then quartered the American Academy of Arts and Sciences, founded in 1780, with one exception—the Philadelphia association—the oldest scientific society in America, today occupying its own building, of genteel architecture, on Newbury Street, Back Bay. Neighboring the Athenæum, on Tremont Street, adjoining King's Chapel Burying-ground, were then the rooms and library of the Massachusetts Historical Society, founded in 1791, the oldest historical society in the country, and the richest in collections, now in a sumptuous house of its own in the Back Bay quarter on Boylston Street close by the Fens. On Summer Street were the quarters of the Mercantile Library Association, established in 1820 by a coterie of bookish Boston young men, the first organization of its kind in the country, with its substantial library of standard and current literature, primarily for the use and improvement of the younger members of the mercantile community; and with its various activities, notable among these the "Mercantile Library Course" of lectures, through which many of the most prominent lecturers of the country in the heyday of the lyceum were introduced to the public. Ultimately, with the development of the free Public Library, its race was run, and its collections of books, especially rich in Americana, and Boston prints, passed to that institution. The Public Library, instituted in 1852, and first opened in 1854, was occupying its own house, erected by the city in 1858, on Boylston Street opposite the Common, where is now the Colonial Theatre. This library-building was a



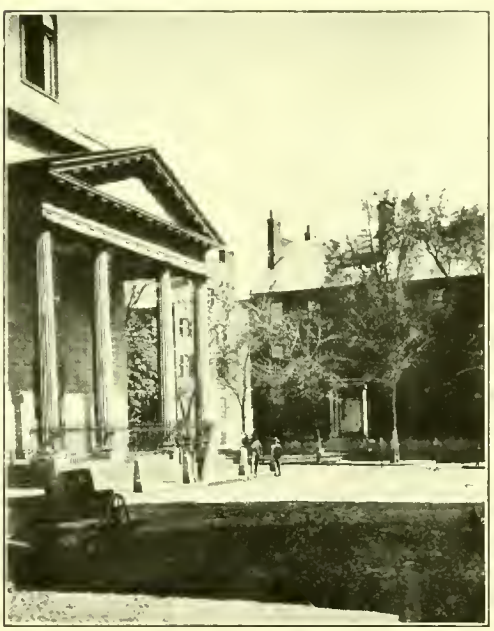
FRANKLIN STREET OF 1855, SHOWING THE ROMAN CATHOLIC CATHEDRAL OF THE HOLY CROSS AND THE SPIRE OF THE OLD FEDERAL STREET CHURCH



NORTH SIDE OF FRANKLIN STREET IN 1855. A STREET OF MANY BEAUTIFUL RESIDENCES AND THE LOCATION OF SOME OF BOSTON'S MOST HISTORIC HOMES



FRANKLIN STREET OF 1855, SHOWING THE SITE OF THE BOSTON LIBRARY OF THOSE DAYS. THE ARCHWAY IS WELL REMEMBERED BY BOSTONIANS OF TODAY



CHURCH GREEN OF 1855. RIGHT-HAND VIEW LOOKING TOWARD WINTHROP PLACE. THIS DISTRICT HAS BEEN WHOLLY TAKEN OVER BY BUSINESS HOUSES

creditable structure, admirably designed and arranged, and dignified by its noble central Bates Hall, named in honor of the Boston-born London banker, Joshua Bates, of Baring Brothers, the library's earliest large benefactor; and it possessed the library flavor more distinctively than the present monumental establishment on Copley Square. Other valuable and useful libraries of these middle 'sixties were those of the New England Historic Genealogical Society then on Somerset Street, now on Ashburton Place; of the Massachusetts Horticultural Society, in its then new Horticultural Hall—its second—on Tremont Street between Montgomery Place (now Bosworth Street) and Bromfield Street, where is now the Paddock Building, a structure of highly ornamented façade, adorned with granite statues of Ceres, Flora, and Pomona, modelled by the favorite Boston sculptor of that time, Martin Milmore; the Social Law Library, dating from 1804, in the old Court House which the present City Hall Annex replaces; the Boston Medical Library on Temple Place, soon to expand into larger quarters on Boylston Place, and in after years, richly endowed, to occupy its own fine house on the Fenway; the Handel and Haydn Society's musical library, in the old Music Hall building off Winter Street; and not the least of all the wisely selected collection of the venerable Boston Library Association, dating from 1794, occupying rooms on Essex Street, but early to become permanently settled in a house of its own on Boylston Place. The cultivation of pure music which had of necessity waned through the Civil War period, was reviving, and Boston was returning to the advanced position with respect to musical taste and development it had occupied for half a century before. In 'sixty-three the "Great Organ," then the largest organ in the country and one of the largest in the world, had been set up in the old Music Hall, and its accession celebrated with a great festival by the Handel and Haydn Society. In 'sixty-five, with the close of the war, the series of Harvard Symphony Concerts, a regular feature of the season, comprising eight or ten concerts, for which the programmes were intentionally kept at the highest standard without regard to fashion or popular demand, with the view primarily of cultivating the public taste for classical orchestral work, were instituted by the Harvard Musical Association, then the most influential musical organization in the city, formed in the late 'thirties to "promote the progress and knowledge of the best music," and devoted to all worthy schemes for the advancement of the higher musical education and the elevation of the popular taste. Its Harvard Symphony concerts continued the season's choice feature through a succession of years, and from them evolved the permanent Boston institution, the Boston Symphony Orchestra. The Association remains in vigorous existence, but now in honorable retirement, occupying a fine old Boston house of its own, on Chestnut Street, Beacon Hill, and giving occasional private concerts to its favored friends.

The merchants in these middle 'sixties, or some of them, were yet wont to gather on 'change between noon and two o'clock as in the old days. The principal meeting place was still State Street, but no longer in the basement of the Old State House, or in the open street in front, as of old. There was now, and had been for nearly a quarter of a century, a special building for their accommodation. This Boston Exchange had been erected by a group of citizens in the early 'forties, when, as Colonel Thomas Handasyde Perkins, the then venerable gentleman yet among the foremost of Boston merchants, in his address at the laying of the corner stone in August, 1841, explained,

its establishment was called for by the great increase of strangers visiting the city as well as by the great amount of business then being transacted. That was the period when Boston was at the height of its prosperity in foreign and domestic commerce, leading all its rivals in the extent of its trade; when great fortunes were making in the China and East India trade, when the harbor was alive with shipping from the great ports of the world, and the principal wharves, then lined with substantial warehouses, were crowded with vessels discharging and taking cargoes. The Exchange was a dignified building of granite and pillared front, and stood where is now the Exchange Building, No. 53, for which, with neighboring old-time structures, it made way in the latter 'eighties.



THE OLD GLEASON PUBLISHING HOUSE WHICH STOOD ON TREMONT STREET. SITE NOW OCCUPIED BY THE PADDOCK BUILDING

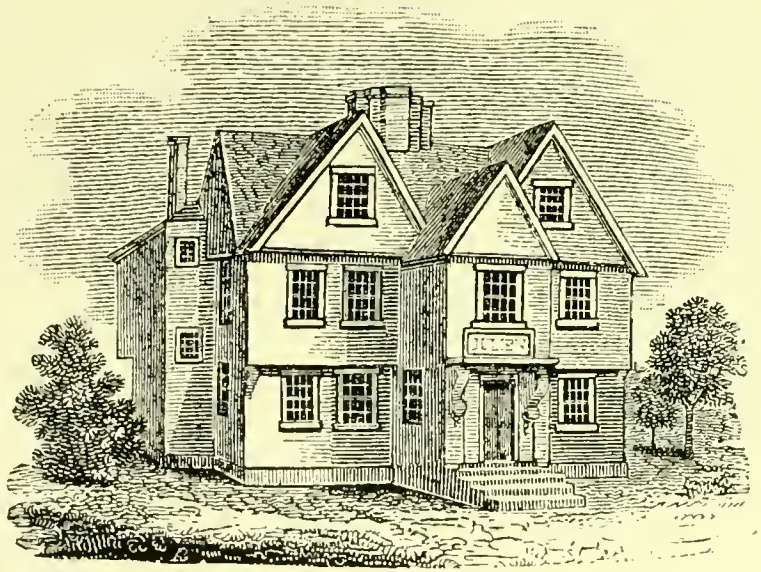
In the middle 'sixties it was the seat of the Boston Board of Trade, an organization chartered a decade before (in 1854) "for the purpose of promoting trade and commerce in the city of Boston and its vicinity," and at this period comprising in its membership representatives of every branch of business in the city, and exerting a wholesome influence in the affairs and enterprises of the community. The Post Office also occupied a part of the building in 1865, when John G. Palfrey, the historian and politician, was the postmaster. The only other exchange at this time was the Corn Exchange, established in 1839, reorganized in 1855 "for the purpose of regulating and promoting dealings in breadstuffs," which the flour and grain merchants especially patronized.



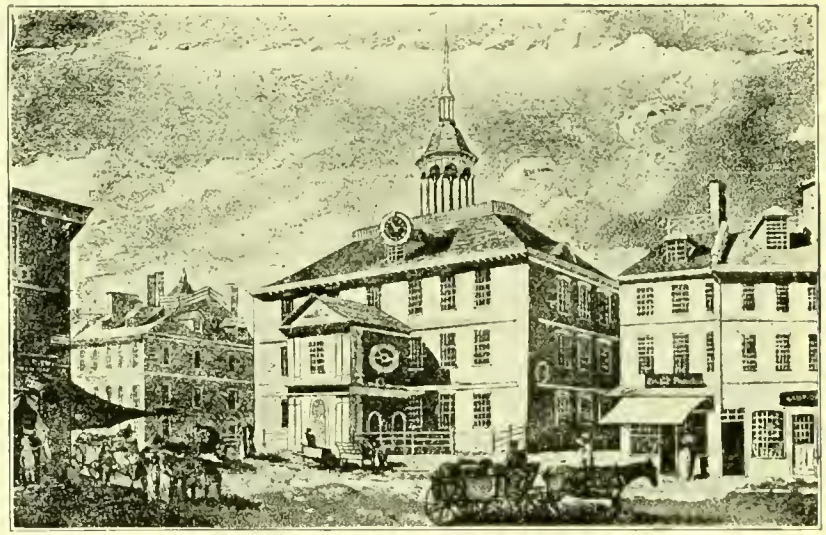
THE OLD BEACON HILL RESERVOIR. VIEW FROM A WINDOW OF THE CAPITOL BUILDING

Among the merchants of the Boston of fifty years ago of wide repute from the extent of their operations and breadth of interests, I recall such sterling Boston names of 'sixty-five as: John M. Forbes, Henry L. Pierce, Otis Norcross, Alpheus Hardy, Joseph S. Ropes, George B. Upton, Gardner Brewer, James M. Beebe, William Endicott, Martin Brimmer, Isaac Rich, M. Denman Ross, Thomas A. Goddard, Elisha Atkins, James L. Little,

Edward S. Tobey, Jonathan A. Lane, Thomas Nickerson, Alexander H. Rice, Avery Plumer: the shipping houses of Glidden & Williams, William F. Weld & Company, Thomas B. Wales & Company, Thayer & Lincoln, Howes & Crowell; ship building concerns: Aquila Adams and Loring Harrison, iron steamship builders at South Boston, E. & H. Briggs, South Boston, D. D. Kelley and Donald McKay, East Boston, still building fine merchant ships; representatives of the New England manufacturing interests: Enoch R. Mudge, George C. Richardson, Samuel H. Walley, J. Wiley Edmunds, Erastus B. Bigelow, inventor of the carpet loom; the retail dry goods houses (the modern department store was yet to develop): C. F. Hovey & Company and Chandler & Company on Summer Street, Hogg, Brown & Taylor, and Shepard, Norwell & Brown, on Winter Street, Jordan, Marsh & Company and R. H. White & Company, the latter the youngest. Among the leading bankers there were Nathaniel Thayer, largely concerned in the upbuilding of western railroads, George Baty Blake, head of Blake Brothers & Company, Colonel Henry Lee and George Higginson constituting the house of Lee, Higginson & Company, which Major Henry L. Higginson, returned from the war, was soon to join, Henry P. Kidder and Francis Peabody, comprising the firm of Kidder, Peabody & Company which was to succeed Nathaniel Thayer upon the latter's early retirement. Among book publishers and booksellers: Ticknor & Fields, in the famous "Old Corner Bookstore" cultivated by the "Boston literati" of the day, where might be met of an afternoon Holmes, Lowell, Longfellow, Whipple, Emerson when in town, and Whittier, Charles Eliot Norton and other literary Harvard professors; E. P. Dutton & Company (Charles A. Clapp, my life-long friend), on the School-Street side of the Old Corner, soon to move to New York; Little, Brown & Company, then the chief law-book publishers: Crocker & Brewster; Crosby & Nichols; Lee & Shepard, the latter newly formed, Roberts Brothers, also newly formed, comprising Thomas Niles, a literary publisher, and Roberts, Niles's brother-in-law; A. Williams, A. K. Loring, with his popular circulating library, Gould & Lincoln, and on Cornhill the group of book shops, favorite browsing places: T. O. H. P. Burnham's, D. C. Colesworthy's, Bartlett & Haliday's. Among leading lawyers or counsellors: Sidney Bartlett, Peleg W. Chandler, Theophilus P. Chandler, George O. Shattuck, Causten Browne, Benjamin R. Curtis, E. Hasket Derby, A. Dexter, Walbridge A. Field, Asa French, Horace Gray, Jr., Joshua D. Ball, William H. Munroe, John E. Hudson, John P. Healy (city solicitor), George S. Hillard, E. Rockwood Hoar, George S. Boutwell, Edward F. Hodges, Benjamin F. Hallett, Henry C. Hutchins and Alexander S. Wheeler, James B. Thayer, Seth J. Thomas, John Noble, Richard Olney, George P. Sanger, Charles T. Russell, William G. Russell, Leverett Saltonstall. Leading ministers, all of them Boston personages, the Unitarians predominating: Rufus Ellis, Chandler Robbins, James Freeman Clarke, Cyrus A. Bartol, Samuel K. Lothrop, Ezra S. Gannett, George L. Chaney, Henry W. Foote, Edward Everett Hale, George H. Hepworth (afterward becoming Orthodox Congregational), David A. Wasson, William R. Alger, Samuel H. Winkley; Universalist: Alonzo A. Miner, Thomas B. Thayer, Samuel Ellis, I. C. Knowlton; Congregational Trinitarian: George W. Blagden and Jacob M. Manning, ministers of the Old South, the society still occupying the Old South Meetinghouse, Andrew L. Stone, Park Street Church, Nehemiah Adams, Union Church, Henry M. Dexter, Berkeley Street Church (also then



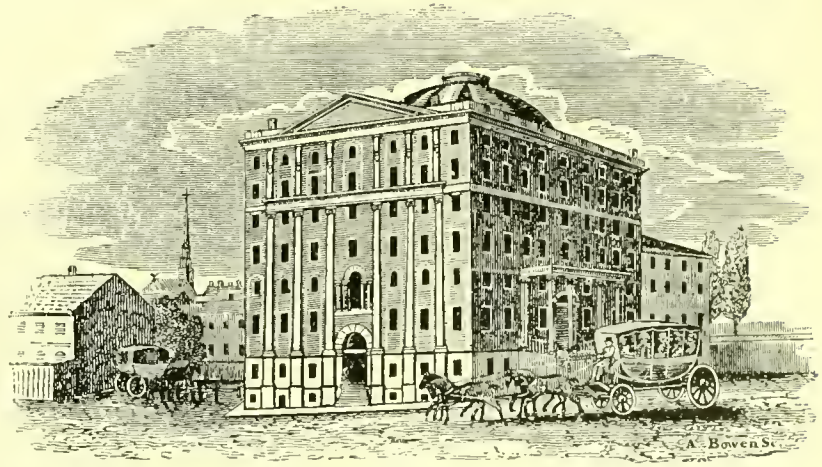
THE JULIEN HOUSE



THE OLD BRICK CHURCH



PARK SQUARE



EXCHANGE COFFEE HOUSE

CHARACTERISTIC VIEWS OF EARLY BOSTON



OLD VIEW, CORNER FRANKLIN AND DEVONSHIRE STREETS LOOKING TOWARD OLD STATE HOUSE

editor of the "Congregationalist"), John E. Todd, Central Church, then on Winter Street, Edward N. Kirk, Mount Vernon Church, Edwin B. Webb, Shawmut Church; Protestant Episcopalian: Manton Eastburn, rector of Trinity, and bishop of Massachusetts, W. R. Nicholson, St. Paul's Church, John T. Burrill, Christ Church, James A. Bolles, Church of the Advent, Frederick D. Huntington (formerly Unitarian, occupying the South Congregational pulpit which became Edward Everett Hale's), Emmanuel Church, George M. Randall (in 'sixty-six made bishop of Colorado), the Church of the Messiah; the New Jerusalem, or Swedenborgian Church: Thomas Worcester and James Reed. The Roman Catholics now had eleven churches in the city, and were preparing to build the present Cathedral of the Holy Cross, at the South End. Their first cathedral, on Franklin Street, dating from 1803, the first Catholic church building to be erected in Boston, and till the middle 'thirties the only one in the city, had been sold and demolished to make way for a business block, and in lieu of a cathedral their principal services were held in the newly erected Church of the Immaculate Conception, South End, the most sumptuous church edifice of its day. John B. Fitzpatrick was the bishop of Boston, now approaching the close of a service of more than two score years,—he died in 1866—to be succeeded by the Boston-born John Joseph Williams, who a decade later, when Boston was created an archbishopric, was to become the first archbishop of Boston.

The Boston daily newspapers were ranking with the foremost in the country in character and tone, if not altogether in scope, and were all ably conducted, though at varying standards. The *Daily Advertiser*—the "Respectable Daily"—the oldest daily newspaper in New England, was accorded the headship with respect to dignity and breadth of conduct. It was the aristocrat among its contemporaries. Charles Hale, the ablest, journalistically, of the three remarkable sons of Nathan Hale, practically the Daily's founder—Nathan, Jr., Charles, and Edward Everett, the minister, all of whom had been bred to newspaper work by the father,—after conducting the paper as editor-in-chief since the early 'fifties, had withdrawn in 'sixty-four to take the United States consulship at Egypt, and Charles F. Dunbar, his associate editor since 'fifty-nine, was now the editor-in-chief, administering the paper's affairs, editorially, with exceptional ability. The *Journal,* with its morning and evening editions, was the most enterprising. In 'sixty-five its editorial conduct had passed to William W. Clapp, who had been for years the capable editor and owner of the *Saturday Evening Gazette,* founded by his father, and the leading weekly newspaper. The *Herald,* also a morning and evening paper, and with a Sunday edition—then the only Sunday edition of a daily in Boston, and to remain the only one for a decade,—was



BOSTON'S CANYON OF TODAY. CORNER OF FRANKLIN AND DEVONSHIRE STREETS LOOKING NORTH. THIS SAME VIEW TAKEN FIFTY YEARS EARLIER IS SHOWN ON PAGE 58 OPPOSITE

the paper of the masses. Edwin C. Bailey, its proprietor, was nominally the editor, while the real editors were three or four clever young men constituting his editorial staff, at the head of whom was Edwin B. Haskell, who a few years later was to become the editor-in-chief of an enlarged and modernized *Herald* to enjoy speedy and large prosperity. The morning *Post* was the leading Democratic journal of New England, cultivating the same field, except the political one, as the *Advertiser*, but freer, airier and more jocund. Colonel Charles G. Greene, its founder in the 'thirties, now a veteran journalist, was still its lusty editor, with a notable band of able and brilliant assistants. The *Transcript*, then a dainty affair, the favorite evening paper with the "best" Bostonians, affectionately termed the "Boston Evening Tea Table," under the chief editorship of Daniel N. Haskell, the most genial of Boston editors. And the *Traveler*, the popular evening paper, more enterprising—and less literary—than its rival the *Transcript*, directed by its now veteran proprietor and nominal editor, Roland Worthington.

That rare Bostonian, John Albion Andrew, the great war governor, was serving his fourth and final term in the governorship in 'sixty-five; and the war mayor, Frederic Walker Lincoln, Jr., his fourth and last term in the mayoralty of the city. The "New City Hall"—the present heavy-faced affair replacing a quieter building of Bulfinch's design (a Court House remodelled for a City Hall), the stone of which was utilized in the City Hall Avenue and Court Square façades of the new structure—was just completed, and was dedicated in September this year. The population of the city was then officially given as one hundred and ninety-two thousand, three hundred and twenty-four; the property valuation, three hundred and seventy-eight million, three hundred and three thousand, three hundred and fifty-seven dollars; the number of polls, thirty-four thousand, seven hundred and four.

The streets of the older residential parts retained not a little of their early embellishment. Summer Street and Charles Street notably were yet beautified by handsome trees. Attached to not a few of the older estates were charming gardens. Indeed it was a rarely attractive town, the little Boston of 'sixty-five, self contained, and prosperous.



FORT HILL SQUARE IN 1865

CHAPTER III

COMMERCIAL AND MANUFACTURING BOSTON

Fifty Years of Progress in Trade and Commerce—The "Great Fire" of 1872 and the City's Quick Rehabilitation—The Shifting Commercial and Financial Centres—The Various Exchanges and Their Influences upon the Development of Boston Business

WHILE the city was generally prosperous in 'sixty-five the close of the Civil War found several of the departments of trade in which Boston had led depressed, and the old-time merchants were obliged to readjust their operations to a new order of things. Especially were declining Boston's shipping interests with a curtailment of its freight trade. Then followed the general depression of 'sixty-seven and 'sixty-eight in the various industrial and financial interests of the country consequent upon the inflated currency and its disturbed condition, over production in manufactures, and the effects in general of the war. In this period Boston suffered more or less, in common with the rest of the country; still the secretary of the Board of Trade (then Hamilton A. Hill, later one of the valued contributors to the history of commercial Boston) in his Report for 1867, reviewing that year, was able truthfully to write that "we yet have occasion to congratulate ourselves upon the good degree of prosperity which we are enjoying, upon the evidences of strength and growth which are multiplying among us, upon the position, relatively, which Boston maintains among the great commercial communities of the nation."

With the development of newer business methods, and broader enterprise, as Mr. Hill pointed out, the business abilities of Boston merchants and Boston capitalists were being displayed in various directions. All branches of trade were expanding, and new and diversified industries were being established, while Boston remained, despite the fixture of branch commission houses in New York, the seat of ownership and management for New England manufactures. Also the area of the city proper was being extended to meet the demand for larger accommodation within the business quarters. This year—1867—too, the enlargement of the city by the annexation of adjoining municipalities was begun. Roxbury, the first annexed, added to the city's area twenty-one hundred acres, and to its valuation, twenty-six million, five hundred and fifty-one thousand and seven hundred dollars. Two years later—1869—Dorchester was annexed, further increasing the city's area by forty-five hundred and thirty-two acres. There had now been added to the original upland of the peninsula (six hundred and ninety acres) eight hundred and

eighty acres by the filling of flats on the South and West, and by these annexations, eighty-three hundred and thirty-two acres: making the city's total area (including eight hundred acres of East Boston, and nine hundred of South Boston) ninety-nine hundred and two acres. In 1870 the taxable valuation of the enlarged city was estimated by the assessors at five hundred and eighty-four million, eighty-nine thousand, four hundred dollars; the population, according to the United States census, was two hundred and fifty thousand, five hundred and ninety-eight. In his review for that year the secretary of the Board of Trade, still Mr. Hill, could make the flattering report: "This community has more than maintained its position as a controlling centre for the manufacture, and, directly or indirectly, the distribution of cotton and woolen fabrics, and of boots and shoes, and its general trade is steadily increasing. The facilities for communication with the interior have multiplied and greatly improved in recent years, and we see the beneficent effects of what has thus been accomplished in the activity and bustle which crowd our streets, fill our warehouses, and enliven our wharves and railway stations, to a degree which surprises those who visit us after a long absence, or for the first time."

The period between the close of the war and 1870, however, had its dismal aspects, and there were croakers who were bewailing that "Boston had seen her best days." The halting in the development of the pioneer railroad systems terminating in Boston into trunk lines Westward and Northward, while New York had so developed her railway systems together with her canals, as to threaten largely to monopolize the business of the country, disposed these croakers to predict that New York would soon be doing all the country's importing. Vessels could not then come to Boston except at high rates of freight because cargoes could not be obtained here. Those that did come were obliged to leave in ballast for other ports. Early in 1868 the Cunard line had withdrawn its regular fortnightly mail steamship, and thus regular and direct connection by steamship with Liverpool (via Halifax), which, Bostonians mournfully reflected, Boston had been the first American port to enjoy, antedating New York by eight years, and had enjoyed for nearly twenty-eight years, was entirely cut off. High freight rates were demanded, and the line was inadequate to develop the business of the city. Boston merchants found it impossible to compete with the lower rates paid by New York importers.

Still the larger-visioned Boston men would not share the despondency of the croakers, and their few disheartened fellow merchants, but bent their energies to overcome the obstacles that were impeding Boston's commercial progress. In 1867 a strong effort was made to increase the trans-Atlantic service with the establishment of a Boston line direct to Liverpool, of American-owned and American built steamships. This was the enterprise of the "American Steamship Company" chartered by the State Legislature three years before. It was backed by large capital and experienced men. Among the directors were Edward S. Tobey, then the surviving member of the old shipping house of Phineas Sprague & Company, Osborne Howes of Howes & Crowell, William Perkins, John L. Little, Avery Plumer, George C. Richardson, then the president of the Board of Trade, Chester W. Chapin, afterward president of the Boston & Albany Railroad. Of its capital stock, nearly a million dollars were raised by subscriptions, and three or four hundred thousand more by bonds. Two fine wooden screw steamers, of three thou-

sand tons each—the "Erie" and the "Ontario"—were built; and two more were to be constructed, the firm to form a bi-weekly line. But with the building of the first two the whole of the company's capital that had been raised



THIS REMARKABLE PHOTOGRAPH SHOWS THE NEW CUSTOM HOUSE IN THE CENTRE WITH THE IMPOSING TOWER, HIGHEST BUILDING IN THE CITY; THE BOARD OF TRADE BUILDING ON THE LEFT, AND THE CHAMBER OF COMMERCE ON THE EXTREME RIGHT

was exhausted. Two trips were made to Liverpool by the "Ontario," and then both ships were in ordinary for a while. Finally they were sold (for service in South American waters, where one of them was early wrecked) and the company wound up its affairs with a total loss in the enterprise. One reason assigned for the failure was the construction of the ships of wood; iron ships were then superseding the wooden craft. While the failure was depressing, and the loss to the stockholders severe, the labors of the company were beneficial to the community. As Mr. Hill later remarked (in his monograph on "Trade, Commerce, and Navigation in the History of Suffolk County"), they aroused the people to the general importance of steamship navigation, helped to stimulate the railroads to make the extensions and im-

provements necessary to Boston's trade advancement, inspired the local press with new spirit in the treatment of all business questions, and were the first to fix the attention of the West upon what Boston might do and was about to attempt as an export city. At about the time of the launching of the American Steamship Company the houses of Thayer & Lincoln and Warren & Company began to load new steamships at this port. The Warren Steamship Company had been formed in 1865 primarily with the idea of substituting steamships for sailing vessels for the transportation of immigrants. The lading with freight, however, was a work of great difficulty, for the prejudices of shippers were to be overcome, and the co-operation of the railroads to be secured. At length, in November, 1869, the trade of this company was abandoned,—or more correctly suspended, for five years later, under the changed conditions then existing, as we shall see, the business was resumed, and profitably.

The tide began to turn in 1870 with the accomplishment of a number of movements which the Boston commercial leaders had been persistently and simultaneously pressing. These included: the building of a great stationary grain elevator by the Boston and Albany Railroad at East Boston close to deep water, making it possible to load steamships here; the securing of an equality of freight rates from the West on goods intended for export; the obtaining of cotton from the South for light freights for the Steamship lines, through the offer of low rates of freight which would divert the cotton from New York. (In 1870 the exports of cotton from Boston were valued at one hundred and thirty-five thousand dollars, a decade later the value had risen to nearly seven million, five hundred thousand dollars.) The next year, 1871, the system of through bills of lading from interior ports in the West and South to Europe, were established. Then, shortly after, was brought about the condition which at last enabled Boston again to become a great shipping port—the railway companies so reducing their rates as successfully to compete with the water routes terminating in New York. In 1870 the Inman Company began a fortnightly service between Boston and Liverpool. The pioneer steamship was that "City of Boston" which, arriving at this port on the sixteenth of January, sailed on her return voyage ten days later from New York, and was never more heard from, having presumably foundered at sea with all on board. The Inman Boston service continued for nearly twelve months, and then its ships were transferred again to New York. Immediately upon their departure, however, or early in 1871, the Cunard Line resumed its Boston service, and now, with weekly sailings, under the agency of James Alexander, an enthusiastic believer in a great future for Boston as a terminus for ocean steamers. Then the Cunard pier at East Boston was enlarged and improved, becoming, as was pronounced, the best steamship dock in the country of that day, while Boston merchants combined for the improvement of other old docks and the establishment of an extensive system of terminal facilities. In his Report for this year the secretary of the Board of Trade could congratulate the board upon the marked improvement which had now taken place in the foreign commerce of the port: the flourishing condition of Boston's trade with the East and West Indies, the Mediterranean, the Cape of Good Hope, South America, and the Islands of the Pacific; and upon the new impulse which had been given to the trade of the port with Great Britain through the establishment of regular weekly communication between Boston and Liverpool direct. While as to the city's commercial

progress generally, the secretary remarked with complacency the satisfactory condition of the great interests which had become centered or controlled in Boston—the hide, leather, and shoe trade, five-sevenths of all the cotton spindles in the United States, and the fish trade.

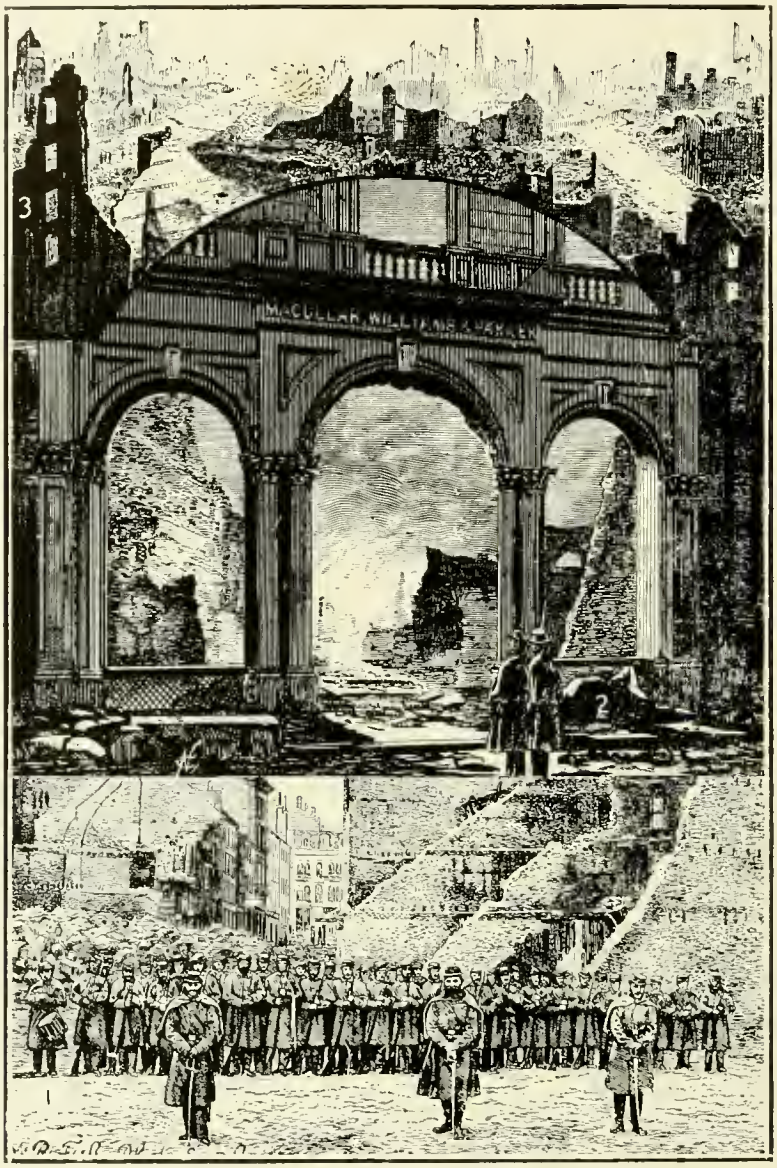
In 1872 another long step was taken in the development of terminal facilities through the establishment of the Union Freight Railway, uniting the tracks of all the principal railroad lines terminating in Boston with each other and with all the principal wharves of the city. Thirty years earlier, in connection with the original broad schemes of railroad development, the Grand Junction Railroad connecting with the docks in East Boston had been instituted and in 1851 opened, but it had lain dormant till 1868 or 1869 when the newly established Boston and Albany,—the consolidated Worcester and Western Railroads,—acquired it, and so was enabled directly to receive and deliver ocean freights. But with the new Union Freight equal facilities were afforded all the railroads for similar cheap and easy transit and transhipment in the city proper.

With the various accomplishments that had marked this year and its immediate predecessors, attained under the pressure of public opinion, and with the substantial aid, it should be remembered, of the local press, the city's commercial expansion, its trade with the interior of the country largely increasing, its foreign commerce taking on new and larger life, its growing wealth, there was as late as the ninth of November, every reason for believing, as recorded by the secretary of the Board of Trade, that 1872 "would be judged after its close as, upon the whole, the most prosperous that Boston had ever known." Then came the disastrous "Great Fire."

Upon a brass tablet set in the wall of the Post Office, or Federal Building, on the Milk-Street side at the corner of Devonshire Street, close to the sidewalk, the passer may read this informing inscription: "This tablet, placed here by the Bostonian Society, commemorates the Great Fire of November 9-10, 1872, which, beginning at the corner of Summer and Kingston Streets, extended over an area of sixty acres, destroyed within the business centre of the city property to the value of more than sixty million dollars, and was arrested in its Northeasterly progress at this point. The mutilated stones of this building also record that event." This ponderous gloomy structure was then only partly built—nearly finished to the top of the street story and ready for the roof; and the Post Office and Sub-Treasury were occupying the old Merchants Exchange building on State Street. Upon the present building at the corner of Summer and Kingston Streets is seen another tablet marking the spot of the Fire's start: "The Great Boston Fire began here November 9, 1872. The Bostonian Society placed this tablet November 9, 1912." A third might be set up against the Milk-Street wall of the Old South Meetinghouse, inscribed: At this point the Northerly progress of the Great Fire of 1872 below the corner of Milk and Washington Streets was checked, and this treasured building mercifully saved. And a fourth, beside the entrance of the present Exchange Building, Number 53 State Street: At about this point, where stood the first Boston Exchange building, then occupied by the Post Office and Sub-Treasury the Northeasterly spread of the Great Boston Fire of November 9-10, 1872, into State Street and across to other streets and the North End, was stopped by the blowing up of neighboring buildings.

The paths of the fire, broadly speaking were: from the Summer and

Kingston corner, up Summer Street on both sides to Washington Street; Eastward toward the water; from Summer Street along the East side of Washington Street Northerly to Milk Street and the Old South Meeting-house; from about the then length of Summer Street Northeasterly into the



A COMBINATION PICTURE OF RUINS LEFT IN THE WAKE OF THE GREAT BOSTON FIRE OF 1872

business heart of the city to the Milk and Devonshire Street sides of the new Post Office building, and to its rear and around to its East side toward State Street. The boundaries were: Summer Street both sides between its then foot and Washington Street; Washington, East side, to Milk Street and the Old South; Milk to Devonshire Street and the New Post Office; the rear of the new Post Office and around it; Water Street; Lindall Street in the rear of State Street; Southeastward, then Eastward, across Water and

Milk Streets to Oliver Street; Oliver, Pearl, across High, Purchase, and Broad Streets to the water front.

The territory burned over, nearer sixty-five than sixty acres, comprised thirty streets and seven hundred and seventy-six buildings. Of the buildings, seven hundred and nine were of brick, granite, and other stone, and sixty-seven of wood. Two church edifices were among them—Trinity, of massive stone walls and tower, on Summer Street, and St. Stephen's Church, an endowed free Episcopal church for the poor, on Purchase Street. Nearly a thousand firms (about nine hundred and sixty as finally figured) were burned out. Within the burnt district were concentrated the wholesale trade in hides, leather, and shoes; in wool; in domestic and foreign dry goods; paper; hardware; earthenware, in part; ready-made clothing. Three hundred establishments in the wholesale dry goods trade alone were swept away. On Summer Street, one hundred and twelve firms were burned out. On Pearl Street, one hundred and eighty-five, mostly in the leather and boot-and-shoe trade. On Federal Street, ninety-two. On Franklin Street, a part of the wholesale dry-goods district, forty. The total value of the wool destroyed was estimated at about four million, five hundred thousand dollars. The buildings of seven national banks were destroyed. With the exception of a few streets near the water, the area devastated was wholly devoted to business purposes, and the buildings which covered it and went down were, after the disaster, without excessive exaggeration described, as "in size, in architectural effect, and in general adaptation to commercial uses, certainly unsurpassed, perhaps unequalled, by those of any other city in the world." Therefore, the value of property destroyed—the conservative estimate finally fixed the total loss at twenty-five millions—was "out of all proportion to the extent of the land burnt over, as compared with other great fires in other cities." This smallness of the area quite disgusted my associate correspondent, Crapsey (I was then on the *New York Times* and came over Saturday night on the Shore Line "owl" train with Crapsey to "do" the Fire as a *Times* "special" or "staff correspondent," as would be the loftier title now), when, standing in the midst of the ruins we surveyed the Burnt District o'er. Crapsey had been of the *Times*' specials who had "done" the Chicago Fire a year before, and the total of twenty-six hundred acres there burned over made Boston's sixty-five look lilliputian. At first he was for going back to New York and leaving me to cover this "little Boston thing" alone. But as soon as he realized the richness of the property that had been crowded into this small space, and the nature of it, and saw the novel features of the affair, his newspaper sense of the real bigness of the Boston "story" was duly aroused, and he remained "on the job."

The causes of the Fire, or rather the quick and appalling course of it, were variously stated. Chief among those enumerated were: confusion and delay in giving the first alarm, so that when the first engines arrived the flames had spread from the building in which they had originated (and speedily swept from basement to roof, and over all the floors, by means of a wood-lined elevator shaft) to its neighbors and across to the building on the opposite corner of Kingston Street, and although the other alarms calling the whole department were sounded in quick succession, when the other engines arrived the fire here was then beyond control; scarcity of water in this quarter, due to the inefficiency of the pipes to carry the great quantity of water required, and their fittings with hydrants of an old-fashioned type, the

quarter having been but recently rebuilt from a residential to a business one, and the water pipes not yet having been enlarged to meet the new conditions; the mansard roofs of wood and tar, tinder boxes, topping the blocks of granite and of brick; the inability of the firemen to attack methodically the circle of fire, after it had enveloped the business heart, and when the engines and firemen had poured in from the suburbs and distant cities in response to the telegraph calls for help. Another contributing cause was the condition of the fire department itself. At this time the strange horse disease, to which was given the name "the epizoöty," had been raging for a month or more, and had practically disabled nearly all the horses in town, so that the department was without horse service for the engines and wagons, and these had to be drawn by drag-ropes by hand. Still it was not shown that the apparatus thus manned instead of horsed was much, if any, delayed in arriving. Where they could be handled effectively the mass of engines, local and out-of-town, were brought into admirable service. No more gallant or more skilfully directed fight was ever seen in fire fighting than that which held back the roaring Fire and prevented its crossing to the West side of Washington Street between the Summer-Street corner and the revered Old South. But there were parts where nothing could be done, and here the Fire was left to its own way. The buildings were high and the streets narrow. There was no point where a stand could be made by the engines for any length of time. As Edward Stanwood records in his account of the Fire in the "Memorial History of Boston," scarcely an attempt was made to stop its movement towards the wharves. "Perhaps," Mr. Stanwood remarks in this account, the best of all the short ones printed, "there was no single point where the amazing power of the Fire was so well observed as from the empty space where Fort Hill had been. The hill had been cut away but not built upon. Between it and the flames was Pearl Street, solidly built with handsome granite stores, where the shoe trade of the city had its headquarters. It happened that the Fire attacked the whole street at once. Hardly five minutes elapsed after the appearance, to those watching from the Fort Hill space, of the first spark in one of the stores, before the whole block was a mass of roaring Fire. The great warehouses were converted into as many furnaces, and the heat and light were so intense that at a distance of several hundred feet it was painful to face the Fire many minutes at once. In almost as little time as it requires to read the account, the walls grew red-hot, the floor timbers began to fall against the walls, and the great structures tottered and fell like a house of cards, but with a thundering crash." I remember passing from Milk Street along one of these streets—my recollection was that it was Pearl Street, but Mr. Stanwood's description shows that it could not have been that street, maybe it was Congress—and seeing the flames pouring from the roofs of the lines of buildings on either side, and not an engine or a soul in sight.

The Fire broke out shortly after seven o'clock in the evening—a Saturday evening, at the close of a beautiful late Indian summer day—and continued through that night, a soft moonlight night, and through Sunday till darkness fell, when the danger was believed to be over. But at midnight of Sunday it burst out anew, at the corner of Washington and Summer Streets, and then followed that noble and successful fight to prevent it leaping across Washington Street to the retail district toward the Common. By eight o'clock, in less than half an hour after the first alarm was rung in, the man-

sard roofs on the Northerly side of Summer Street were well alight, and the building on the opposite corner of Kingston Street had also ignited. (I am now quoting from Mr. Harold Murdock's paper on "Some Contributing Causes of This Fire," read before the Bostonian Society on the ninth of



BOSTON CHAMBER OF COMMERCE BUILDING, HOME OF ONE OF THE MOST AGGRESSIVE COMMERCIAL BODIES IN ANY AMERICAN CITY

November, 1912, the Fire's fortieth anniversary, a most valuable chapter in the authentic history of the Fire.) The progress of the flames up Summer Street was slow, but fast into Winthrop Square. It was fastest of all, as Mr. Standwood also records, when it swung Northward into the business heart of the city. Trinity Church stood till between three and four o'clock Sunday morning when it ignited from the conflagration in its rear. The buildings on both corners of Washington and Franklin Streets were aflame before the Fire had crossed Chauncy on Summer Street. The granite warehouses that

lined Franklin Street when attacked soon crumbled in the fierce heat. The ponderous walls and massive tower of the scuttled Trinity Church, however, while chipped and broken, resisted the onslaught, and remaining alone amidst the acres of fallen structures, made the most picturesque of ruins. When the fire had passed, one standing on Washington Street could look through Summer or Franklin Street across to the harbor and see the masts of shipping there.

It was a stunning blow, but the recovery was quick. Before the Fire was fully subdued many of the burned out firms had found new locations, and were making ready for reëstablishment in them. For a few hours on Sunday the excited city was nearing a panic. Thousands of people thronged the burning district, and massed about the toiling firemen. The lawless and thieves were getting active, plying their nefarious business. But the authorities were not long in mastering the situation. The police were strengthened by a brigade of militia, and the city was put under military rule. A cordon of guards was placed around the whole of the burnt district, other companies were stationed in various parts of the city ready to march at a moment's notice, and guards patrolled the streets at night. The Old South Meeting-house was again, as during the Siege of Boston a century before, utilized for military purposes, and became a barrack. The military rule continued for a week or more, till affairs had assumed a normal condition and all danger was over. Measures of relief for the sufferers by the disaster who could not care for themselves were organized at once. Generous offers of assistance were received from many cities, none more generous than those from Chicago, in grateful recognition of Boston's aid to her people at the time of her Great Fire; but all were declined with appreciative words of thanks. Boston could relieve herself without assistance. A fund of nearly three hundred and fifty thousand dollars was contributed by Boston citizens and placed at the disposal of the relief committee, and when all necessary relief had been furnished the committee with its final report returned nearly twenty thousand dollars of the fund to the donors. The State Legislature, immediately after the Fire summoned in special session to act upon measures called for by the city authorities, passed, among other acts, a stringent building-law for the city which would prevent the reërection of the hazardous class of structures. Rebuilding in accordance with the provisions of this law was then at once begun; and within a year the burnt district had become largely rebuilt, with finer, safer and more substantial structures than those that had been swept away, and a considerable number of them of refined and even picturesque architecture designed by leading architects. Numerous changes and improvements, also, had been made or were making in the street lines of the district: Pearl, Franklin, and Oliver Streets were extended; Arch extended from Franklin Street; Washington, Summer, Congress, Federal, Milk, Hawley, Arch, and Water Streets widened; and Post Office Square in front of the Federal building laid out; the whole at a cost to the city of some three and a half million dollars. Another beneficent result of the Fire was the ultimate reorganization of the fire department, and its establishment upon a business basis, with the placing of it under the direction and control of a paid fire commission appointed by the mayor with the approval of the city council.

The long period of business depression which the country at large suffered from 1873 to 1877, was one of the most trying in the history of commercial Boston. There was an almost unprecedented shrinkage in values.

Money was scarce. Rates of interest ranged exceptionally high. Nevertheless commercial Boston met the situation, and overcame it. While the work of rebuilding and reconstructing the burnt district was advancing, the railroad system was enlarging, and terminal facilities expanding. In November, 1873, the Hoosac Tunnel through the Hoosac Mountain, which had been first proposed as a canal tunnel in connection with a Boston and Hudson-River canal project of the middle 'twenties, and which as a railroad tunnel had been twenty-three years in cutting through, the costly enterprise for the second half of this period being in the hands of the State (and denominated by the



THE BOSTON BOARD OF TRADE BUILDING OF 1916

punsters, weary over the annual agitation of the matter in the Legislature, "The Great Bore"), was finally completed; and the next year was made a part of the system of the Boston and Fitchburg Railroad, which thereupon expanded from the status of a local road to that of a trunk line. Trains began running regularly through the tunnel in 1875. Four years later, in 1879, the Hoosac Tunnel Dock and Elevator Company, organized under the auspices of the Fitchburg Railroad Company, for the purpose of affording further facilities at the port of Boston for the handling of through freight, and especially of the export traffic to European ports, acquired several old docks on the Charlestown side of the harbor, and reconstructing them into substantial piers, established here the present system of terminals on an extensive scale, with ample warehouses, great grain elevator, and tracks extending the length of the piers alongside steamship berths.

Meanwhile, in the single year of 1874, the area and population of the city had expanded through more annexations of adjoining municipalities. Simultaneously, on January fifth, 1874, the city of Charlestown, and the towns of Brighton and West Roxbury were annexed: the former bringing an area of five hundred and eighty-six square acres, and a population (census of 1870) of twenty-eight thousand, three hundred and twenty-three; Brighton, area twenty-two hundred and seventy-seven square acres, population, forty-nine hundred and sixty-seven; West Roxbury, seventy-eight hundred and forty-eight square acres, and eighty-six hundred and eighty-three inhabitants.

With the revival of business in 1878, after the long depression, a period of great prosperity and development began. New life was given to the organizations of merchants. In 1873 the Board of Trade had undertaken to establish in the Merchants' Exchange a central headquarters for all the business exchanges of the city. To this end the fine building was remodeled. The main hall was occupied by a revived Merchants' Exchange and Reading Room; and in an adjoining, quite imposing chamber, reached from the general Exchange by a short flight of marble steps, was quartered the newly organized Commercial Exchange—formed in 1871, succeeding the Corn Exchange, with a membership representing the flour, grain and hay trades. These, and the Shoe and Leather Exchange, and the Boston Fish Bureau (organized 1875) remained the only important exchange till 1877. Then was organized the Produce Exchange, composed of leading firms in the wholesale produce, provision, butter and cheese, and fresh fish businesses. Meanwhile the Shoe and Leather Exchange, reorganized and strengthened, had become established in new and enlarged quarters, on Bedford Street, in the then heart of the shoe and leather district. In 1879 the Furniture Exchange was established, and brought into direct communication with furniture exchanges in other cities. In 1885, with the rapid development of building operations, the Master Builders Association was formed, and the Mechanics' Exchange, an old organization started in 1857, at first a private enterprise, was enlarged and extended. The Master Builders Association provided a business exchange with two classes of members, corporate and non-corporate. The corporate members were to consist of mechanics only, carrying on business as master builders in one of the constructive mechanical trades employed in the erection of buildings; the non-corporate, persons carrying on branches of business subsidiary to the mechanical trades represented in the corporation. The same year, 1885, was also marked by the organization, on September twenty-fourth of the great Boston Chamber of Commerce, by the union of the Commercial and Produce Exchanges, an enabling act having been passed by the Legislature. With its establishment the Merchants Exchange as such was closed. Four years later the dignified and stately State-Street building was taken down, and its corner-stone box deposited as its memorial in the custody of the Bostonian Society.

This Chamber of Commerce was the third of its name projected in Boston. The first was established in 1795 at a time of particular activity of Boston merchants in various directions. It existed, however, for a few years only, and little of its history is recorded. The second was instituted nearly half a century later,—in 1836,—and in its organization were concerned the foremost merchants and traders of that day. The first president was William Sturgis; the first vice-presidents were Thomas B. Wales, Robert

G. Shaw, and David Henshaw; the board of directors included forty-eight leading business men; the treasurer was James C. Wild; the secretary, George M. Thacher. Subsequent presidents were: Thomas B. Wales, Nathan Appleton, and Abbott Lawrence; vice-presidents, Francis J. Oliver, Charles Henshaw, William Appleton, John Bryant, Amos Lawrence. Stated meetings were to be held twice a year, in January and July. At the second annual meeting, in January, 1837, the membership was reported as rising three hundred "shipowners, importers, grocers, traders." This Chamber, says Hamilton A. Hill, took an active interest in public affairs for three or four years; then its interest waned. It had discussed, among other vital issues, the usury laws, and had adopted unanimously a memorial to the Legislature



BOSTON STOCK EXCHANGE INTERIOR

for a repeal or modification of the laws relating to interest on money; and its last meeting, held on March fourteenth, 1843, was called to receive a communication from Canada relating to proposed railway connection between Canada and Boston. The objects of the present Chamber of Commerce, as defined in its constitution, like those of the Chamber of 1836-1843, are to consider the welfare of commercial Boston, but on a far broader scale. They are: "To promote just and equitable principles of trade; to establish and maintain uniformity in commercial usages; to correct any abuses which may exist; to acquire, preserve, and disseminate valuable business information; to adjust controversies and misunderstandings between its members; and, generally, to advance the interests of trade and commerce in the city of Boston." These objects, and others taken on as the city advanced and its interests multiplied, have been met by the Chamber in a large and liberal way;

and it has exerted a powerful and wholesome influence on Boston's civic as well as commercial affairs. The Chamber was originally housed in the Quincy Market building, occupying a spacious hall above the market and adjoining rooms. Henry B. Goodwin, a leading merchant in the flour and grain trade, was the first president; F. N. Cheney, treasurer, William H. Pearson, secretary; and the directors, merchants in the various lines represented in the organization. The Chamber started with eight hundred members. The number rapidly increased in the years immediately following; and when the present building was completed and occupied, in 1902,—that unique architecturally granite structure, irregular in plan to conform to the limitation of its site, at the junction of India Street and Central Wharf, with its rounded front carried up as a tower capped by a lofty conical roof pierced with high dormer windows, and the corner on India Street similarly rounded into a smaller tower, now in curious contrast with its neighbor, the reconstructed Custom House, all tower above the roof, or dome of the original granite-pillared structure of the 'forties,—upon the erection of this house of its own its membership had more than doubled. A few years later, with its reorganization and expansion the Chamber had become the largest in membership of its class in the country.

Also in the prolific year of 1885 was incorporated the Boston Fruit and Produce Exchange, with its home at first also in the Quincy Market building. The same year the Boston Wholesale Grocers Association was instituted. The next year, 1886, the Boston Executive Business Association, composed of the various trade organizations in the city, then some twenty in number, each organization represented by three members, or delegates, was formed, for the purpose of protecting and advancing "the general interests of Boston through combined action by its various business associations." The control of this useful organization's affairs was vested in an executive committee; and standing committees were established on transportation, postal service, taxation, and customs. Regular monthly meetings, except in the summer months, with dinners, were provided for, when reports, discussion, and action might be had "over the walnuts and the wine." In 1891 the name was changed to the Boston Associated Board of Trade. Meanwhile a Massachusetts Board of Trade was instituted, on a similar basis, with headquarters in Boston, in which were brought into association with the Boston organization delegates from the boards of trade of the various cities of the State.

Boston was the first among the larger American cities to adopt the policy of concentrating the leading branches of trade and commerce in localities representing the different interests. With the single exception of the financial quarter, which has centered in and about State Street from colonial days when this was King Street, these trade centres have shifted from time to time with the expansions of the business parts and their encroachments on the resident sections. The earliest to concentrate were the dry goods dealers. These naturally gathered about the heart of the resident parts. At first the retailers and wholesalers kept together. The earliest distinctive dry goods centre was Hanover Street, and neighboring cross streets. Hanover Street was then nearer the centre of the city's population than any other street given over to business, and also was the thoroughfare travelled by incomers from the northern towns and country by the stage-coach lines, and from Maine by the steamboats. It was here in the 'thirties and earlier that several after-day Boston dry goods merchants of leading, wholesalers and retailers, as

James M. Beebe, Lyman Nichols, Eben D. Jordan, the founder of Jordan, Marsh Company, began their careers. Mr. Jordan, in a reminiscent mood, once told me, with glee, how on steamer days he used to get down to his Hanover-Street shop before daylight, and have it invitingly open upon the arrival of the Maine passengers in the early morning; whose custom he par-



WASHINGTON STREET FROM FRANKLIN STREET TODAY

ticularly delighted to catch for Maine was his home state. Gradually the trade reached into Tremont Row, into the lower part of Washington Street then ending at Dock Square, into Court Street, and between Court Street and School Street. Among the wholesale merchants established in these quarters are mentioned the Lawrences, the Appletons, the Tappans, and Gardner Brewer. A little later the wholesalers and retailers separated. The former established

themselves first roundabout State and Kilby Streets. Then by degrees about Doane and Central Streets, Liberty Square, and Water Street. At that period, or between the latter 'thirties and the 'fifties, Boston was the chief dry goods market in the country, due to the developing New England domestic manufactures. Next the centre moved to the region about Milk Street; next to Pearl Street; then Federal, Devonshire, Franklin Streets, Winthrop Square, where the Fire of 1872 found and overwhelmed it. During these shiftings of the wholesale trade the retail trade began to reach Southward. The pioneer in this direction was George W. Warren, with his "palatial" store on Washington Street near Summer. To this store later Jordan, Marsh & Company succeeded. Fifty years ago Jordan, Marsh & Company occupied the store on the ground floor of the building between Central Court, opening next above Summer Street,—once a choice residential place, later a little theatre and favorite chop house ("Billy" Park's) quarter, long since built over,—and Avon Street then Avon Place; and above the store, reached by a handsome broad flight of stairs from the street, was Chickering Hall. Following George W. Warren came Hill, Lincoln & Gear, with their dry goods establishment at the corner of Washington and West Streets. Then C. F. Hovey, founder of C. F. Hovey & Company, establishing himself on Winter Street, and originating the "One Price System," a new departure in dry goods retailing. The ready made clothing trade, which originated in the old sailors' outfitting establishments, and beginning at the North End, after it rose to the standard of respectability, and attained the dignity of a branch of the wholesale jobbing dry goods trade, remained centered at the North End till about the 'fifties and 'sixties when it worked Southward toward the then retail dry goods centre. The hardware trade, in the 'thirties next in importance to the dry goods business, for a long time centered about Dock Square, Union Street and Merchants Row. The flour and grain trade centre was from the beginning on the water front, with the old Corn Exchange at the head of Commercial Street. The great Boston wool trade, to become the largest of any American city, was early distinctively centered on Federal and Pearl Streets. Later it took in High Street; and finally concentrated as now on the extension of Summer Street beyond Atlantic Avenue. The shoe and leather business, which began to assume large proportions in the 'thirties, and was early to become the greatest industry of New England with Boston as its market centre, was earliest concentrated near the water front on Broad, North and South Market, and Chatham Streets. Shortly it moved upon Blackstone Street. Next it occupied Pearl Street, driving out the dry goods trade. Then High Street was invaded. After the Fire of 1872, wiping out the district, it centered about old Church Green, Lincoln, and South Streets. The fish trade, foremost of Boston industries from Colony days, originally centered, in connection with the salt trade, on T and Long Wharves and Commercial Street. At T Wharf on Atlantic Avenue it remained till the completion of the grand new Fish Pier, adjoining the grander Commonwealth Pier, on South Boston side in 1914. Then it reluctantly moved to the new site. But in 1915 many of the merchants returned to the old stand and revived it.

CHAPTER IV

BOSTON'S ACCESS TO THE SEA

THE DEVELOPMENT OF HER PORT—HER ADVANTAGES FOR COASTWISE AND INTERNATIONAL OCEAN TRAFFIC—HER GREAT FISHING INDUSTRY

WHEN, in 1839, Boston was selected by the Cunarders in preference to New York or other leading seaboard cities as the American terminus of their pioneer steamship line, the reasons given were: the superiority of her harbor and wharf accommodations; her nearness to the lower British provinces and convenience of access from them; and the shorter distance of Boston than of any of the other ports from Europe.

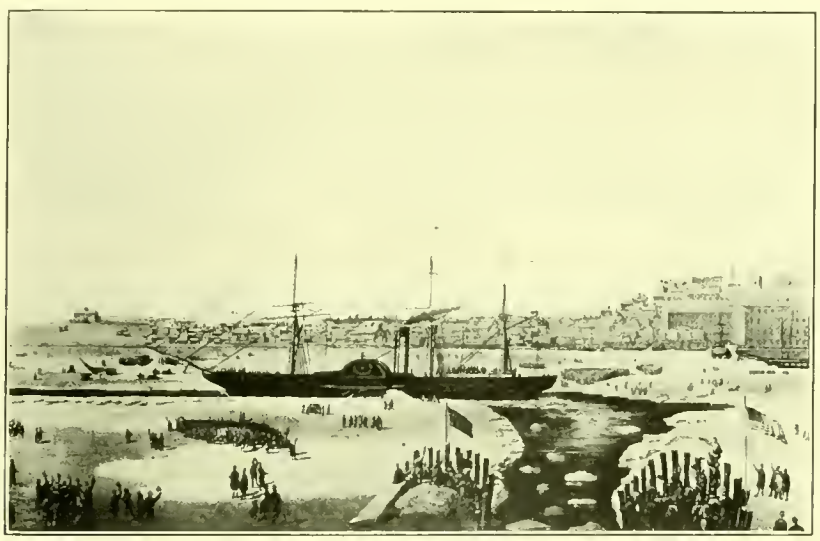
As for the harbor we have this picturesque presentation of its character in an early official report, made by Professor Henry Mitchell of the United States advisory council: "Its great merit lies in a happy conjunction of many favorable elements, among which . . . are the facility and safety of its approaches, the ample width and depth of its entrances, and above all the shelter and tranquility of its roadsteads. Perhaps there is no other harbor in the world where the inlets of the ocean are better adjusted to the amplitude of the interior basins, or whose excellent holding-grounds are so easy of access and yet so land-locked. . . . Her interior water space is large, but is divided by chains of islands into basins which offer sufficient room for the heaviest ships to ride freely at anchor, and sufficient tranquility for the frailest fishing-boat." Such were its natural conditions. A quarter-century after the start of steamship service its advantages had materially decreased. In a caustic article in the old "North American Review," of January, 1868, criticizing Boston's commercial shortcomings and contrasting them with Chicago's energetic development, an article which profoundly stirred Boston, and stimulated the concerted and systematic action for which it called, Charles Francis Adams thus sharply depicted its condition then: "Nature gave that city a beautiful and convenient harbor, and she placidly left Nature to take care of it. At last her citizens began to have a vague idea that the condition of their harbor was not satisfactory,—that Nature had grown fickle and was neglecting her duty. By this time the mischief had gone far, and the harbor was rapidly growing unfit for vessels of heavy draught. The truth was, that Nature had made it a purely tidal harbor, owing its existence to the current of no great river, but to a system of interior reservoirs and small rivers combined. Into those great basins, which a century ago covered a water area of eight thousand acres, more than seventy million tons of water once poured twice in each twenty-four hours through a few narrow channels, and then again quickly flowed back to the ocean, reinforced in volume by many fresh-

water tributaries. The rise and fall of this great volume of water had scoured out these channels, and, if undisturbed, promised forever to keep them clear. This tidal way created Boston, and the whole history of Boston has been one long record of short-sighted abuse of this first gift of Nature. In 1772 Boston proper included less than six hundred acres; at present it includes some two thousand, all of which excess has been robbed from the reservoirs of the harbor. Had that harbor been Boston's worst enemy, she could not have persecuted it more. In all directions embankments, weirs, mill-dams, water powers, dikes, and bridges have done their work bravely, and the seventy million tons of tidal flow have been worked down to forty millions. Within these fifty years of improvements, the main channel has narrowed five hundred feet, and the depth of water has decreased from four to twenty feet. The flats were filled in, the creeks were dammed up, the channels were bridged, the marsh turned into meadow, the brooks into mill-ways, the ponds into reservoirs. The ultimate result of this process was not difficult to predict. The depth of water in Boston Harbor decreased portentously. Large European steamers could come in only at certain states of the tide; the harbor ceased to be either cheap or convenient. Then, the mischief being fairly done, State and city awoke and girded themselves to their work. Ten years of talking was done and still matters grew worse. Then gradually some idea of science and system dawned on the citizens. Legislatures ceased talking and committees ceased investigating, and a commission of scientific men were appointed to see what they could make out of it. They went quietly to work and studied currents, measured channels, observed the tidal flood,—sought out at once the cause and the remedy of the evil. Science proved that the mischief was not yet all done, and that Boston could restore its harbor by energetic and persistent action." And ultimately such action was taken with satisfactory results.

The Cunard pier at East Boston was provided by the East Boston Company (the company which had bought Noddle's Island in 1833, and built it up into East Boston) with three docks to receive steamships of the largest size in that day, and leased to the Cunard Company for twenty years, reserving no rent except the usual charge of wharfage of goods or freight. This was the first of the scenes of notable terminal facilities at the harbor line which were furnished in after years, as related in the foregoing chapter.

The beginning of the Cunard service in the summer of 1840 was marked by memorable public demonstrations, the story of which makes a spirited chapter in Boston's commercial history. The initial steamer, the "Unicorn," Captain Douglas, arrived on the second of June, from Liverpool in sixteen days. As she steamed up the harbor she was greeted with cheers by throngs of citizens lining the wharves; with salutes and display of flags by the United States war frigate, "Columbus" off the Navy Yard; more salutes and flag-display by the revenue cutter "Hamilton," and other craft. On the fifth, the mayor and city council gave a complimentary dinner in Faneuil Hall to Captain Douglas and Edward Cunard, son of the proprietor of the new line who had come over with Captain Douglas. The company at table numbered nigh three hundred, and included, besides the hosts and the two principal guests, members of the Legislature and of the judiciary of the State; officers of the United States government; the British consul; a number of representatives of foreign nations; and "distinguished strangers" who happened in town. The mayor, then Jonathan Chapman, presided, and "elegant

speeches" were made, "expressing the interest felt in, and kindly sentiment aroused by the occasion." On the eighteenth of July the "Britannia," the first of the company's large-sized packets, arrived at the Cunard Dock, fourteen days and eight hours from Liverpool. This event was celebrated by a grand "Cunard Festival" held in East Boston, in honor of Samuel Cunard, "the spirited projector and conductor of this enterprise." Dinner was served in a great pavilion to two thousand persons. The galleries were arranged for the ladies. Josiah Quincy, Jr., presided at this feast, and the speech-makers included Judge Story, the elder Josiah Quincy, then president of Harvard, and Daniel Webster. On the seventh of August the "Acadia" arrives, twelve and a half days from Liverpool, including her stoppage at Halifax, and there is more exchange of congratulation between the steamship folk and the Boston merchants.



CUTTING THE CUNARDER "BRITANNIA" OUT OF THE ICE IN BOSTON HARBOR, JANUARY, 1844

Four years after, in January, 1844, a serious check upon the service was threatened through a most unusual happening. This was the freezing over of the harbor, when the "Britannia" was at her dock, and preparing for the return trip. Unless she could be cut out and the way to the sea be cleared for her, her sailing on schedule time would be impossible. Thereupon a meeting of merchants with the mayor, then Martin Brimmer, was held on 'change, and it was unanimously agreed that the steamer should be at once released, and without expense to the owners. A committee was appointed to collect a fund to meet the expense, and to make a contract with the local ice companies for cutting two canals in the ice. One was to be cut from the East Boston Ferry to the open sea; the other, from the ferry to India Wharf; into these other channels to be opened if necessary. The contract price for the job was fifteen hundred dollars. The graphic story of this affair is quoted from the diary of Richard H. Dana, senior, "I went down to see the work in company with hundreds, or rather thousands, of others. The scene was peculiar and exciting in the extreme. The whole harbor was one field of ice, frozen on a perfect level, though somewhat roughly in parts, and strong

enough to bear heavy loads of merchandise drawn by cattle. Two gangs of men were at work, one beginning at the wharves and cutting down, the other beginning at the clear water and cutting up. Each gang numbered over a hundred. Perhaps there were four hundred workmen in all. . . . There were booths erected for the sale of refreshments at different parts of the track; and from the end of Long Wharf to the place where the lower gang was at work, a distance of five miles, there was a well-marked foot-way, and travellers upon it were as frequent as on the great highway to a city on a festive day." The "Britannia" was finally cut out on the third of February and steamed slowly through the open way at her advertised time, amid cheers from a multitude of spectators. This tight freezing of the harbor though unusual was not unprecedented. Eight years before, in February, 1836, the inner harbor was frozen, and a pilot walked from Quarantine Island to the city on the ice, while skating was good as far as Castle Island. And again, thirteen years after the freeze of 1844—in January, 1857—a way through the ice had to be cut for the passage of the "America" to the sea, and that of the inbound "Arabia" to her dock the next day.

During the decade and a half preceding the Civil War, the fast-sailing clipper ship was in vogue competing with the steamship. In the summer of 1844 Enoch Train started his celebrated "Diamond Line" of fast Boston and Liverpool packets. Train was a keen Boston merchant, who had been engaged in the leather trade, and in connection therewith in trade with South America. His Diamond service was begun with four clippers, "all first class, Medford-built, copper-fastened, coppered, and fast sailing ships," as his advertisement announced. Then followed, especially built for his line, in rapid succession, a fleet of twelve superb vessels turned out from the yard of Donald McKay, in East Boston. These were: the "Joshua Bates," the "Anglo Saxon," the "Anglo American," the "Washington Irving," the "Ocean Monarch," the "Parliament," the "Daniel Webster," the "Star of Empire," the "Chariot of Fame," the "Staffordshire," the "Cathedral," and the "John Eliot Thayer," all famous for beauty of design, attractiveness of equipment, and, above all, speed. With the building of these ships Donald McKay was first brought into prominence as a shipbuilder, and through them his ship yard became celebrated. He was the chief of three notable ship-building and ship-sailing brothers. It was in honor of them that Longfellow wrote his "Building of the Ship." Donald McKay was first established in Newburyport, and in his yard there first began the building of wooden clippers. He established himself in East Boston in 1845, where he received Mr. Train's commissions. In 1846 he launched here a ship for the New York packet line, of fourteen hundred tons, the largest merchantman then in the American service. Famous clippers were also turned off the stocks in McKay's East Boston yard for Train's California service at the time of the California gold rush. Among these were the largest clippers ever built, in size varying from fifteen hundred tons to twenty-four hundred tons. There was the "Flying Cloud," seventeen hundred tons, which made the run to San Francisco in ninety-two days. Another was the "Sovereign of the Seas," sailed by Donald's brother, Lauchlan, which left New York in August, 1851, and reached San Francisco, after being nearly wrecked on the way, in one hundred and two days: considered quick time for the season. She then went to Honolulu and loaded for New York; and her return voyage was made to Sandy Hook in the "unprecedented time," as recorded, of eighty-two days. Another



THE CHARLES RIVER BRIDGE, BETWEEN BOSTON AND CAMBRIDGE
A MOST ORNATE AND SUBSTANTIAL STRUCTURE. THE NEW BUILDING OF THE MASSACHUSETTS TECHNOLOGY SCHOOL CAN BE DISTINGUISHED AT THE CAMBRIDGE END

famous McKay clipper accomplished the run from New York to Liverpool in two weeks, beating the Cunard's speed one day by one hundred and forty miles. Another made the run from Boston to Liverpool in twelve days and six hours. McKay's most ambitious achievement was the building of a "giant four-master"—the "Great Republic," forty-five hundred and fifty-five tons, three hundred and twenty-five feet long, fifty-three feet wide, and with four decks. She was intended for the California trade; but, unfortunately, she was burned at her dock in New York when ready to sail on her maiden voyage. Partly repaired, she was employed for a while in less romantic service.

The McKay yard flourished, turning out fine craft, into the 'sixties. Other East Boston ship-builders of this period were D. D. Kelley and Jackson & Ewell, both established in 1848; and Samuel Hall, who had begun ship-building in Duxbury. Train's Diamond Line continued successfully for fifteen years, or until the general use of screw-steamers, and transported in all one hundred and forty thousand passengers. The Warren Line of steamships (named for George Warren, whom Train sent out from Boston as his agent in Liverpool) was the direct successor of the Diamond Line. Train ultimately failed; and the firm of George Warren & Company established a prosperous new business on the ruins of the old one.

The steamship service began to expand in the mid-seventies with the development of terminal facilities. In 1874 the great trade in the shipment of live cattle by steamship to Europe was established. In 1875 the National Line tried its fortunes in the Boston trade with some of its best steamships. But the passenger business not proving as remunerative as the company expected the ships were withdrawn within the year. In 1876 the Leland Line entered upon a business in Boston which grew to a remarkable extent. Its agents, Thayer & Lincoln, developed a line which in about six years called for regular Saturday sailings. Later the Allan, the Anchor, and the Wilson Lines were established. In 1913 the Hamburg-American Line instituted a direct service between Hamburg and Boston. Meanwhile the building of terminal facilities on a large and superior scale was agitated. This agitation led to the incorporation of the Directors of the Port of Boston, and the erection of the impressive Commonwealth Pier at South Boston, the first feature of a comprehensive development of the port. Here we have a substantial Pier twelve hundred feet long, four hundred feet wide, and capable of berthing the largest ships afloat. On the second floor of the middle building are the finest passenger accommodations of any American port. This floor being connected with Summer Street extension by a viaduct which crosses South Boston flats at an elevation, the Pier is brought within five minutes of the South Station. All heavy teaming of merchandise and local delivery of freight are by Northern Avenue, leading direct to the Pier, from Atlantic Avenue. A great Dry Dock, twelve hundred feet, capable of docking the largest liners and battleships, is included in the scheme of development here.

The modern Fish Pier, adjoining Commonwealth Pier, provides extensive and elaborate quarters for the Boston Fish Market, the largest industry of its kind in America, and the second largest in the world. This Pier is twelve hundred feet long and three hundred feet wide. The market buildings are equipped with every modern appliance for the wholesome and convenient conduct of the business. The Fish Trade has maintained the leadership among Boston and Massachusetts industries with respect to extent since

early Colony days; and the "emblem of the Codfish" suspended from the ceiling of the hall of the House of Representatives in the State House, as it hung years before "in the room where the House sit," in the Old State House, is a memorial of "the importance of the Cod-Fishery to the welfare of this Commonwealth." Very early legislation promoted the industry. By an act



REVERE BEACH, ONE OF BOSTON'S MOST POPULAR SUMMER RESORTS

passed in 1639, the first act "for the encouragement of the fisheries," it was provided that all vessels and other property employed in taking, curing, and transporting fish according to the usual course of fishing voyages, should be exempt from duties and public taxes for seven years; and that all fishermen during the season for their business, as well as shipbuilders, should be excused from the performance of military duty.

At the present time there are only two ports in New England where may be seen any considerable number of steam-driven ocean ships. These are Boston and Portland. The latter city's trade being principally devoted to merchandise more especially so during the winter months. Boston on the contrary has many different lines that do both a passenger and freight business.

For many years Boston had but one line of ocean-going steamers and her service in this respect would still be of mediocre dimensions but for the enterprise displayed by the railroads and a few of Boston's leading business men. When it was decided to recognize Boston as one of the leading shipping ports on the Atlantic seaboard, the size of the steamers was greatly increased; they were fitted more in accordance with those plying from New York, and the passenger accommodations were very much improved. All these changes were promptly appreciated by the travelling public and a generous patronage followed. Boston's coastwise steamship service between different New England ports, as well as to the North and South, has kept even pace with maritime transportation improvements.

CHAPTER V

THE CITY'S EXPANSION

ENLARGEMENT OF THE PENINSULA BY THE FILLING IN OF FLATS, WHILE OUTLYING MUNICIPALITIES ARE ABSORBED—DEVELOPMENT OF THE BACK BAY QUARTER—A CREDITABLE PERFORMANCE BY STATE AND CITY—UPBUILDING OF THE SUMPTUOUS NEW WEST END

WHILE Boston was practically confined to its Peninsula till the opening years of the nineteenth century, the fact is not to be forgotten that very early, and for considerable periods, it had jurisdiction over various neighboring municipalities, temporally annexed to it. From 1634 to January, 1738-1739, more than a century, "Winnisimmet," which became Chelsea, "Rumney Marsh," the present Revere, and "Pullen Point," now Winthrop, were subject to Boston's municipal control. In 1634, also, the General Court ordered that "Boston shall have convenient inlargement att Mt. Wooliston, to be set off by foure indifferent men." This was Mt. Wollaston, now in Quincy, the "Merry Mount" of Thomas Morton's gay days, the performances at which so shocked the Pilgrims, and the Puritans when they arrived, and led to the worldly man's banishment. In 1636 "Noddle's Island," now East Boston, was "layd to Boston." Three years earlier, in April, 1633, this island had been granted to Samuel Maverick, gent., who was then occupying it, with his palisaded fort mounting "foure great guns" for protection against the Indians, and his "castle" inside the fort. The grant was in the form of a perpetual lease at a nominal rent. He was to pay yearly "att the General Court, to the Governour for the time being, either a fatt weather [wether], a fatt hogg, or xl *s* in money"; and he was further enjoined to "give leave to Boston and Charles Towne to fetch wood contynually as their needs require, from the southerne pte. of s^{d} island." Here Maverick lived with his family and a retinue of servants—some of the latter being slaves, thus making him one of the earliest negro slaveholders in Massachusetts—for twenty-five years: dispensing a generous hospitality to his Puritan neighbors, although himself no Puritan, but a Church-of-England man—Josselyn wrote extravagantly of him as "the only hospitable man in the Country, giving entertainment to all Comers *gratis*"—an enterprising trader in distant parts, with ships of his own; a man of easy disposition, yet not always at peace with the Puritan government on the Peninsula nor free from petty persecutions. For him the island came to be called "Maverick's" rather than "Noddle's," which held after his day.

Earliest of all these temporary annexations was that of the territory of "Muddy River," now rich Brookline. It was taken soon after the beginning

of Boston, and occupied for grazing farms. Here the pioneer Bostonians built for themselves summer farm houses, and in its sweet meadows kept their "swine and other cattle" through the Summer seasons while "corn was on the ground at Boston." Thus what in after years became the fair "Cottage Farms" region of Brookline, favored of country seats, was made the summer seat of the first Bostonians. While attached to Boston the place went for some time by the name of "Muddy River Hamlet" or "Boston Commons." With the exception of two years, 1635-1637, when it was joined to "New Towne"—Cambridge—Muddy River continued in the jurisdiction of Boston till it was set off as an independent town and given the name of Brookline, in 1705.

Noddle's, or Maverick's, Island, which alone of these early "inlargements" of Boston remained permanently attached, lay undeveloped for nearly two centuries. Through a large part of this long period it was an island farm. It was a place of sightly hills interspersed with broad meadow and marsh. Until the opening of the eighteen thirties it had neither streets nor local regulations. At that time there was but one dwelling-house on the island —the comfortable mansion of the tenant farmer; and the only other structures were the farm outbuildings. Its improvement was begun with the purchase in 1831 of the whole island by a syndicate composed of a dozen capitalists, as a real estate speculation. The price paid for what Maverick had acquired through the annual payment of a fat ram, or a fat hog, or a few shillings in money, was eighty thousand dollars; which was considered a pretty good trade both by sellers and buyers. The island then embraced six hundred and sixty-six acres of upland and marsh, and several hundred acres of flats. In 1833 the purchasers were incorporated as the "East Boston Company"; the old colonial name was dropped for that of East Boston; the island was plotted in streets and squares, house- and building-lots; sales of lots were rapidly made to the substantial profit of the promoters, and by the next year the systematic upbuilding of the place was well underway. How profitable the speculation was is indicated by these statistics: within three years the island's taxable valuation had increased from sixty thousand dollars to eight hundred and six thousand, and the population from a half-dozen persons to six hundred. In 1837 the terminus of the then new Eastern Railroad (chartered in 1836 and extending to the New Hampshire line) was fixed here. The same year a great hotel—the Maverick House—was built and opened auspiciously, to flourish for a while as East Boston grew in popularity; then to suffer ill fortune and decay. In 1840, with the establishment of the Cunard service, the steamship docks were erected. In 1851 the Grand Junction Railroad was opened. Meanwhile several large manufacturing concerns had established plants here, the pioneer being the East Boston Sugar Refinery. In the latter 'forties shipbuilding of high order had begun, and the island soon assumed large importance as a shipbuilding centre. It is of record that in the decade between 1848 and 1858 one hundred and seventy vessels were launched from East Boston yards, ninety-nine of which exceeded one thousand tons each, and nine were above two thousand tons. The launchings of the handsome fast-sailing Boston clippers, to which we have referred in the previous chapter, are described by contemporaries as events, when crowds crossed to the island to witness and to cheer the show. Iron shipbuilding followed the decline of wooden-built ships in East Boston yards in the 'sixties. In course of time this industry also declined. Later, however, it was revived with that of steel

shipbuilding, and the manufacture of marine engines. Within the past half century the flats of the island have been filled in, increasing its area to nineteen hundred and five acres. During this period additional docks have been provided; the system of marine railways has been expanded; and the terminal facilities have been generally improved. Various steamship lines now dock in East Boston.

The annexation of Dorchester Neck and Point, including the historic Dorchester Heights, in 1804, the first permanent taking from a neighboring municipality, and the setting up of this territory as South Boston, was the outcome of a land speculation, like the evolution of East Boston thirty years after. The principal promoter was a country gentleman, Joseph Woodward, from the town of Tewksbury, who had moved to Dorchester Neck and had purchased a large tract of land there. At that time this Neck was separated from the Boston peninsula by the cove that reached from the harbor to Roxbury and connection with it was made by a primitive ferry, or by the roundabout journey through Roxbury. The shrewd Woodward saw the advantages of the location for development if brought into close connection with Boston by bridges. Accordingly he interested in a scheme of improvement Harrison Gray Otis and Jonathan Mason of the Boston syndicate, organized as the "Mount Vernon Proprietors," then concerned in the prosperous speculation of the upbuilding of Beacon Hill West of the State House; and with them two other Boston capitalists of leading—William Tudor and Gardiner Greene. These Boston men also made extensive purchases on the Neck and Point, and then pressure for annexation began. The town of Dorchester earnestly opposed the project. Nevertheless it was carried through the General Court, and annexation was effected with the passage of the enabling act March fourth, 1804. Meanwhile the construction of the first bridge was undertaken by the Boston promoters incorporated as the "South Boston Bridge Corporation." This was the first Dover-street Bridge. It was opened on the first of October, 1805, with a grand military display. At the time of the passage of the annexation act the district had an area of about five hundred and seventy acres, comprising bluffs and lowlands, and the population consisted of ten families. With annexation the value of the lands at once increased greatly, and some profitable sales were made. But the development was not so rapid as the projectors had anticipated. Agitation for another bridge was begun with the completion of the first one, but this was not obtained till twenty years later. It was the Federal-street Bridge, chartered in 1826 and opened in 1828, as a free bridge. In 1832 the old Dover-street Bridge, which had been a toll bridge, was sold to the city and made free. The price paid by the city was thirty-five hundred dollars, for what had originally cost the projectors fifty-six thousand dollars and had earned no dividends. After the opening of the second bridge the district began to grow in popularity. In 1830 the population had increased to twenty-eight hundred. Five years earlier, when the city began the establishment of its reformatory institutions here, the population was under two thousand. By 1840 it had reached fifty-six hundred. The decades between 1830 and 1850 were marked by some of the best building. During this period many fine dwelling-houses were erected, and the streets and parks embellished. In 1837 an ambitious hotel—the Mount Washington House—was erected on a sightly spot on the highest point, with an invitingly broad entrance from a lofty flight of steps, and piazzas commanding superb harbor views. For a few happy seasons the Mount Wash-

ington was a prospering popular summer resort, and in the winter a favorite place of gay and fashionable assemblies patronized by Boston society. In 1839 its career as a hostelry ended, and the great house passed to the possession of Dr. Samuel G. Howe's beneficent establishment—the Perkins Institution and Massachusetts School for the Blind. By the 'fifties the hope and belief that the district was to become the "court end of Boston" was fixed in the minds of its leading citizens. In an article in the old Boston Almanac in 1853 urging the filling of the flats, Dr. J. V. C. Smith, afterward Mayor Smith of Boston (1854-1856), expressed his conviction that South Boston was destined to be "the magnificent portion of the city with respect to costly



PUBLIC GARDEN — VENUS AT THE BATH

residences, fashionable society, and the influences of wealth." This prediction was never fulfilled. The district indeed grew steadily in favor as the years advanced into the 'sixties and 'seventies, and many pleasant, some imposing, residences occupied the hills and their slopes, and the region toward the Point. But fashion in the 'fifties when Mr. Smith was writing his prediction, was setting strongly in the South End of the city proper, while the scheme of the rare Back Bay quarter was "in the air," and about to take shape. Meanwhile various large industries were taking root in South Boston, great foundries, locomotive works, lead works, boiler works, and by the 'sixties or early 'seventies it had become the principal industrial centre of the city. There were at that time and afterward the great establishments of Harrison Loring, the City Point Iron Works, dating from 1847, from which much government work, naval cruisers and tugs, was turned out; the South Boston Iron Works, producing heavy ordinance; the Norway Iron Works, later the steel works of Billings Brothers; the Walworth Works, making heavy iron and brass castings; the works of the Washburn Car-wheel Company; the Whittier Machine Company, making elevators among the earliest in the market; the immense works of the Boston Cordage Company; great sugar refineries. The building of the Broadway Bridge, completed in 1872, making the extension of the main thoroughfare of Broadway to Washington Street in the city proper, gave a distinct impulse to the growth of the district. It was further embel-

lished in the middle 'eighties with the institution of the Marine Park on The Point, part of the superb chain of parks encircling the city. With the filling in of the flats, which was early begun and was pursued at intervals through a long course of years, the area of the district by 1900 had been increased to twenty hundred and seventeen acres, the growth that caused the establishment of the terminal piers of the New York and New England Railroad, before the latter's absorption in the New York, New Haven, and Hartford system, and foreign steamship docks, enlarged the importance of South Boston; while the subsequent erection of the great Commonwealth Pier rendered it the chiefest terminal of the port of Boston.

In 1855 Washington Village was set off from Dorchester and annexed to Boston, becoming a part of South Boston. Thereafter, although the question of the city's enlargement by the taking in of whole neighboring municipalities was repeatedly agitated, no further annexations were effected till the absorption of Roxbury in 1868. Instead much was accomplished in extending the area by the reclamation of land from the sea. So early as 1801 a movement toward the making of new land on the Neck and the upbuilding of the modern South End was started. That year the selectmen reported to the March town meeting a plan for "laying out the Neck lands," with lots on the proposed filled-in territory on either side plotted; streets drawn regularly at right angles; and a large circular space indicated, bounded by four streets with Washington Street running through its centre,—an oval grass-plot, ornamented with trees,—to be called "Columbia Square." The improvement, however, moved slowly; and it was not till fifty years later,—in 1849—that it was taken up and advanced systematically to completion. Then a high grade for the lands was adopted, and the streets and squares laid out in accordance with plans drawn by two experienced engineers, E. S. Chesbrough and W. P. Parrott. First, the proposed Columbia Square in the plan of 1801 was divided and transformed into the present Blackstone and Franklin Squares. Chester Square and East Chester and West Chester Parks were established in 1850; Union Park dates from 1851.

At the same time the Back Bay scheme was developing.

Up to the second decade of the nineteenth century the Back Bay was a beautiful sheet of water at flood tide, spreading out from the town toward the Brookline hills rising picturesquely beyond, with no bridge, dam, or causeway barring the view of rural Cambridge. It then lapped the margin of the present Washington Street at Boston Neck, and of the "marsh at the bottom of the Common" which was to become the Public Garden. The entering wedge for the great change in its aspect was the chartering of the Boston and Roxbury Mill Corporation in 1814, with authority to build a dam from Charles Street in Boston to the upland at Sewall Point, so called, in Brookline. The purpose of this undertaking was two-fold: the utilization of the water-power of the great basin made by the dams thrown across it, and the use of these dams as causeways, or roadways, for communication between Boston and Roxbury, and the Western suburbs. Three dams were built: the Mill-Dam extending from Beacon Street below Charles to Brighton, projected in 1818, and opened in 1821, the event being celebrated by the passage of a cavalcade of citizens, under the direction of Gen. William H. Sumner, entering the town over the dam, and being formally received on the Boston side by the people (reported in the newspapers of the day in a paragraph only



THE FENWAY

A RECLAIMED SECTION, PROMINENT IN THE CITY'S EXPANSION, WHERE MANY IMPOSING INSTITUTIONS AND RESIDENCES ARE LOCATED

of a few lines); a cross dam; and the causeway to Brookline, now Brookline Avenue. These dams were to serve as the nucleus for the consolidation of the intervening mass. In 1824 the business of the Roxbury Mill Corporation was divided, when the Boston Water Power Company was incorporated, to use the water power. In 1831 the incorporation of the Boston and Worcester and the Boston and Providence Railroad Companies with lines across the Back Bay, and the concession to riparian owners of the right to fill their flats, so encroached upon the water-power as to hasten the conversion of the company into a land company. In 1832 the Water Power Company took possession of the mills and water-power and the territory South of the Mill-Dam, while the Mill Corporation retained the roads and the territory North of the Mill-Dam. A large part of the city sewage then flowing into the basin also rendered its filling necessary on sanitary grounds. Soon arose an outcry against this "Back Bay nuisance," which only ceased with the last steps for its abatement taken by the adoption of the "Back Bay Park Project," in connection with the Public Parks system instituted in the mid 'seventies. The Commonwealth had the right to the flats below the line of riparian ownership, and in 1848 the General Court passed a resolve appointing five commissioners to deal with the subject of creating new lands here. In 1852 a comprehensive plan was reported by a second state commission. The territory North of the Mill-Dam was to be filled by the Mill Corporation; the Commonwealth took possession of that North of an East and West line drawn from near the present Park Square Theatre in Park Square; and the Water Power Company, all of the territory South of that line.

The plan of the "Back Bay Improvement" that followed was the design of Arthur Gilman, one of the eminent architects of the country in his day, and withal a famous wit and *bon-vivant*. He was also the architect of the first buildings erected on these "New Lands"—the line of beautiful dwelling-houses designed in harmony along Arlington Street opposite the Public Garden, with the Arlington Street Church at the Boylston-Street corner. The work of filling was begun in 1857. It progressed slowly through the Civil War period; then was revived energetically, and pursued without interruption till its completion in the late 'eighties. At the beginning of the filling the Commonwealth owned of the whole territory, four million, seven hundred and twenty-three thousand, eight hundred and fifty-six square feet, or one hundred and eight, and forty-four hundredths acres. Of this when filled, two million, twenty-seven thousand, eighty-three, and a sixtieth feet were devoted to streets and passageways; one hundred thousand eight hundred and ninety-eight feet were given to the Massachusetts Institute of Technology; forty-three thousand, eight hundred and forty to the Boston Society of Natural History; fifteen thousand five hundred and sixty-eight to the Massachusetts Normal Art School; six hundred and ninety-three to Trinity Church; and two hundred and thirteen thousand four hundred and seventy-seven to the City of Boston. The remainder, two million, three hundred and sixteen thousand, seven hundred and sixty-nine, and a fortieth feet, was sold in the market for cash; and these sales, beginning in 1857 and ending in 1886, when the last parcel was disposed of, brought five million, eighty-one thousand, eight hundred and twenty-nine dollars and forty-two cents. The cost to the Commonwealth of filling and improving the territory was one million, six hundred and twenty-seven thousand, six hundred and thirty-two dollars; the cash value of the lands given to the City and to institutions was estimated at

eight hundred and thirty-three thousand four hundred and thirty-nine dollars; and the total profit to the State from the enterprise was four million, two hundred and seventy-five thousand, six hundred and forty-four dollars, and seventy-three cents. The average price per foot of all the Back Bay lands sold by the Commonwealth was over $2.00. The avails of the sales were applied to educational purposes and to the endowment of several of the sinking funds of the State. The sales of lots were made in small parcels by auction, at intervals of six months or a year, beginning in the 'sixties, Newell A. Thompson



ONE OF THE PICTURESQUE VIEWS OF THE LAKE IN THE PUBLIC GARDEN

the auctioneer. These sales were held in the Merchants Exchange, and were notable affairs, drawing leading men of means, with a sprinkling of speculations. I recall with pleasant memories the dignified leadership of Mr. Thompson on these occasions. He was an aristocrat among auctioneers; precise of diction, Chesterfieldian of manner. He gave to these sales an air of distinction, and conducted himself as a courteous gentleman among gentlemen, engaged in an altogether gentlemanly transaction.

The upbuilding of the quarter into the sumptuous "New West End" was broad and stately from the beginning. In the arrangement of streets and avenues beauty and convenience alike were considered. The streets were to run parallel to or at right angles with Beacon Street. The cross streets, beginning with Arlington, were to be named in alphabetical order,

and a trisyllabic alternating with a dissyllabic word—as Arlington, Berkeley, Clarendon, Dartmouth, Exeter, Fairfield, Gloucester, Hereford. Of those running east and west,—Marlborough, Commonwealth Avenue, Newbury, Boylston, and below Copley Square Huntington Avenue,—Commonwealth Avenue with its noble tree-lined parkway, broken here and there with statues of public men, is the broadest and grandest. The demander of statistics is told that it is two hundred feet wide and two hundred and forty feet from house to house. Huntington Avenue, laid out in 1872, measures one hundred feet in width. The others are each sixty feet, the houses set back twenty-two feet: all impressive figures to the old Bostonian most familiar with the narrow streets of Old Boston. In its domestic architecture, some of this rich, all interesting, even the most eccentric, appear examples of the work of the foremost Boston architects of the 'sixties and succeeding decades.

Of the striking display of elaborate architecture the beginnings were modest. The earliest buildings, those of the Natural History Society and the Institute of Technology—the Rogers Building—were notable for their dignified character. W. G. Preston was the architect of both. Of the churches, Arlington Street, the first to be erected here, as we have said, in its exterior design recalls the old London Wren churches. The steeple was the first in Boston to be constructed entirely of stone. The Emmanuel Church, on Newbury Street, was designed by A. R. Estey; the Gothic Central Church, Berkeley Street, by R. M. Upjohn; the First Church, Marlborough Street, by Ware and Van Brunt. These were built between the years 1862 and 1868. Within the next decade were completed the Brattle-Square Church—now the First Baptist—designed by H. H. Richardson; the Second Church, on Copley Square (since removed to make way for a business structure: the present Second Church being on Beacon Street close to the Brookline line) by N. J. Bradlee; the New Old South, by Cummings and Sears; Trinity, Copley Square, by H. H. Richardson, with Gambrill of New York; the Hotel Brunswick, by Peabody and Stearns; the Hotel Vendome, by J. F. Ober and George D. Rand; and the main section of the Art Museum, which stood where is now the Copley-Plaza Hotel, and was removed after the erection of the present Museum of Fine Arts, on Huntington Avenue, 1907-1909, by Sturgis and Brigham. Later noteworthy work was that of William R. Emerson in the Boston Art Club, 1882, the first Back Bay Club-house designed especially for club uses, but the second to be established in this quarter, the St. Botolph, occupying the dwelling of the late Henry P. Kidder, No. 2 Newbury Street, having been the first; George T. Meacham, in the new Hollis-Street Church, 1884, now the South Congregational; McKim, Mead and White in the Algonquin Club-house, on Commonwealth Avenue, 1886; John Sturgis, in the Athletic Club-house, 1888; W. G. Preston, in the Charitable Mechanic Exhibition building, 1881; and McKim, Mead and White in the monumental Boston Public Library building.

The annexations of Dorchester in 1870, of Charlestown, Brighton, and West Roxbury by one act in 1874; and of Hyde Park in 1912, were the last that largely increased the area of the City. By the filling in of the great coves, and the reclamation of the extensive marshes and flats of the peninsula, the original area of seven hundred and eighty-three acres has been expanded to eighteen hundred and one acres; and where the peninsula was the narrowest it is now the widest. With this expansion

and the additional territory acquired by the development of East Boston and South Boston, and the absorption of the several adjoining cities and towns, the area of the city has become more than thirty times as large as that of the peninsula upon which Boston was built. The City's bounds today embrace thirty thousand two hundred and ninety-five acres, or forty-seven and thirty-four hundredths square miles. Its extreme length from North to South is thirteen miles, its extreme width from East to West nine miles.

Continuously from the days of its most early settlement Boston has always occupied a prominent place in the commercial and financial world. Its founders had hardly made themselves homes when they began to cast their far reaching glances around for various opportunities to trade. These first ventures were made in commerce by boat with the neighboring settlements of Plymouth. Then, as time advanced, Cape Cod was rounded, and commercial intercourse was established, first with the English Colonists settled in Virginia, and afterwards with the Dutch at New Amsterdam, at the mouth of the Hudson River, with the Swedes in Delaware and New Jersey, and with the English Colonists of Maryland. The French, laying claim to all of the mainland of the continent east of the Penobscot River, trade relations were gradually established with these French colonists, and in this way the first basis of what was later on to become a great business was finally laid down, and from these humble beginnings Boston has grown to the present proud position that she occupies in the financial and commercial world of the present day.

Boston has capital placed in thriving industries throughout the United States. Her copper interests are among the largest and best in America. Her lumber business has been immense. Her cotton mills are sprinkled all through New England and the South and Southwest. She has much wealth in the steel and iron industry, although her business men no longer dominate in that line. In the principal cities of the country Boston money is extensively invested in real estate. Some of the largest and handsomest business structures of the country are owned by Boston real estate trusts and associations. Boston capital was a pioneer in the development of electricity as a motive and lighting power, and her capitalists have millions employed in street railways and lighting plants about the country.

The City's residential sections equal any in America and the handsome homes on Commonwealth Avenue, Beacon and Marlborough Streets, compare with those in any of the exclusive localities of other cities where wealth and culture congregate.

Brookline, which is given over to homes of larger and more pretentious character, is one of the most beautiful suburbs in the United States. The onward progress of the city is somewhat crowding this, and other immediately near home localities, and business houses and commercial plants have begun to fringe their edges; but there should be no fear of overcrowding or destruction of the natural beauties of the suburbs, and Boston can rest in the assurance that she will always be beautiful, both naturally and architecturally, and always be able to amply house her population.

There is no city in the entire country better equipped for expansion than Boston. Unlike most cities it has a vast contiguous territory that would provide beautiful and picturesque sites for a population running into the millions, and these localities are easy of access. The city's close proximity to the sea insures cooling and healthful breezes to the outlying home sections.

CHAPTER VI

HOW BOSTON TRANSPORTS ITS CITIZENS

RAILROAD FACILITIES OF THE PAST, PRESENT, AND FUTURE—PASSING OF THE OLD STATIONS AND THE COMING OF THE COMBINED TERMINALS —THE OLD BOSTON AND PROVIDENCE STATION OF STRIKING ARCHITECTURE—RAPID TRANSIT AND THE BIRTH OF THE SUBWAY SYSTEM

FIFTY years ago Boston was the centre of a system of railroads composed of eight distinct lines, radiating from the City throughout New England and connecting the great trunk lines of the country North and West with this port; and each having a Boston station of its own. These eight distinct roads in 1865 included the pioneer railways in America. They were: the Boston and Lowell, chartered in 1830; the Boston and Providence, 1831; the Boston and Worcester, 1831, and the Western, 1833, the latter controlled by the Worcester, the two to be actually consolidated as the Boston and Albany in 1869; the Eastern, 1836; the Boston and Maine, 1842; the Fitchburg, 1842; the Old Colony, 1844; the New York, Hartford and Erie, 1863, composed of a number of small local roads, the earliest chartered in 1833, to be transformed into the New York and New England, in 1873.

The Boston and Worcester was the first of all to be opened for traffic, and the first to employ the locomotive engine. Thus it had the distinction of being the first steam railroad operated by steam in New England. The locomotive engine was an English-built one, and was first set in motion in the latter part of 1834, when the line had been completed so far as Newton, nine or ten miles out from Boston; but the opening of the line to that point was delayed till April, 1835, the company being obliged to await the arrival of an engine-driver imported from England to take charge of the English machine. The first locomotives on the other roads were imported from England, and the engineers to run them. But pretty soon American locomotive works were established. During the very first year of the operation of the Worcester road an American-built locomotive was put on its tracks and performed efficient service. The Boston and Lowell and the Boston and Providence were the first to be opened throughout,—in June, 1835; while the Worcester was opened throughout only a few weeks later,—on the fourth of July, 1835. The latter event was duly celebrated on the sixth of July, with a dinner and speeches, after the Boston fashion. Only six years from the opening of the Worcester throughout, or in 1841, the Western was opened from Worcester to the Connecticut River; on the fourth of October that year, the Connecticut

Bridge having been finished on the fourth of July, the road was completed to the New York boundary; and on the twenty-first of December the connecting link in New York state to Albany was completed and trains were run over it, thus opening a direct rail line from Boston to Albany. This momentous event was commemorated in the following spring, in March, 1842, by a meeting of the executive officers of the states of Massachusetts and New York, and other prominent men of the time, at Springfield, with the customary banquet and congratulatory speeches. One toast at the banquet has gone into history. It was offered by General Root of New York: "The happy union of the sturgeon and the codfish; may their joyous nuptials efface the melancholy recollection of the departure of the Connecticut-River salmon."

While the railroad in America was a Boston idea, originating in Boston, and the "Father of the American Railroad" was a Boston editor, other communities picked up the idea, and the railroad was advanced by them while Boston was debating the subject, and wrestling with a State Legislature which saw, or the majority saw, only a wild, impractical and dangerous scheme. Thus in South Carolina an iron railway had been built before the Boston and Lowell Company was fairly organized; while in New York in 1825, the year that the initial Boston railway scheme was reluctantly chartered, a part of the present New York Central Railroad was incorporated, and in August, 1831, a little more than a month after the grant of the charter of the Boston and Worcester, that part was completed and a trial trip made over it with a steam locomotive.

The pioneer American undertaking, however, and the pattern in part, small and simple as it was, of the earliest American roads, was a Boston institution and established by Boston men. This was the Granite Railway, as it was called, conceived in 1824, by Gridley Bryant, a Boston builder by trade and a self-educated civil engineer, to convey stone for the building of the Bunker-Hill Monument from a quarry in Quincy; chartered the next year after much hesitation by a doubting Legislature; in successful operation in the autumn of that year; and thereafter in service for a period of forty years. Bryant's own account of his enterprise, given long after the completion of the monument, well illustrates the difficulties encountered by the promoters of this revolutionary method of transportation. Previous to the laying of the cornerstone of the monument (that memorable event of June seventeen, 1823, when Lafayette laid the stone under the direction of the Massachusetts Grand Lodge of Masons, and Webster was the orator of the occasion), Bryant had purchased a stone quarry in Quincy, the funds being furnished by Dr. John C. Warren, the brother of Gen. Joseph Warren who fell in the battle, for the express purpose of procuring the granite for constructing the monument. The quarry was nearly four miles from water-carriage. This suggested to him the idea of a railroad. He had read accounts of the experimenting in England, quite likely in Nathan Hale's *Daily Advertiser*, for the "Father of the American Railroad" was careful to publish in his paper all available material which might aid in the educational campaign he was at that time pursuing. The Manchester and Liverpool Railroad was then in contemplation, but was not begun until the spring following. "Accordingly," Bryant's narrative proceeds, "in the fall of 1825 I consulted Thomas H. Perkins, William Sullivan, Amos Lawrence, Isaac P. Davis, and David Moody, all of Boston, in reference to it. These gentlemen thought the project visionary and chimerical; but, being anxious to aid the Bunker-Hill Monu-

ment, consented that I might see what could be done. I awaited the meeting of our Legislature, in the Winter of 1825-1826, and after every delay and obstruction that could be thrown in the way, I finally obtained a charter, although there was great opposition in the House. The question was asked, 'What do we know about railroads? Who ever heard of such a thing? Is it right to take people's land for a project that no one knows anything about? We have corporations enough already.' Such and similar objections were made, and various restrictions were imposed; but it finally passed by a small majority only. Unfavorable as the charter was, it was admitted that it was obtained by my exertions; but it was owing to the munificence and public spirit of Col. T. H. Perkins that we were indebted for the whole enterprise. None of the first-named gentlemen ever paid any assessment, and the whole stock finally fell into the hands of Colonel Perkins. I surveyed several routes from the quarry purchased (called the Bunker Hill Quarry) to the nearest tide-water; and finally the present location was determined upon. I commenced the work on the first day of April, 1826, and on the seventh day of October following the first train of cars passed over the whole length of the road."

The road was operated by horse power. The really memorable thing about it, as Charles Francis Adams remarked in his history of "The Canal and Railroad Enterprise of Boston," was Bryant's ingenuity in devising the appliances necessary to its successful operation. These included, Mr. Adams enumerates, the switch, the portable derrick, the turn-table, and the movable truck for the eight-wheel railroad car, all of which contrivances subsequently passed into general use. The movable truck having in 1834 been patented by other parties, became a subject of litigation which occupied the courts for five years and cost, it is said, some two hundred and fifty thousand dollars. The claim of Bryant as its inventor, Mr. Adams states, was sustained; but he had no legal claim to any royalty in its use, and never received anything for it. He died quite poor in 1867. The Granite Railway including its branches was four miles in length, and cost fifty thousand dollars. It was constructed of wooden rails, protected by strap-iron plates three inches wide and a quarter of an inch thick, and laid on stone sleepers eight feet apart. After its forty years of service and it had been for a while in disuse, its franchise was bought by the Old Colony Railroad; then the primitive structure was demolished and a modern railway was built on the right of way which was opened for traffic in October, 1871. And Mr. Adams remarks a "certain historical fitness in the fact that, through the incorporation of the Granite Railway into the Old Colony, the line which connects Plymouth with Boston has become the original railroad line in America."

The pioneer Boston passenger railroads also introduced a contrivance or two that came into general use. Although their engineers began with stone sleepers as the English did, they were the first to substitute ties of wood, and the English engineers soon followed their example. Nathan Hale in a sketch of the Massachusetts Railroad System written in 1851, at the time of the three-days "Railroad Jubilee" in Boston, September seventeen to nineteen, to celebrate the opening of railroad communication between Boston and Canada, and the West, and the establishment of an American line of steamships between Boston and Liverpool, gave warm praise to the engineers under whose direction these roads were constructed. "They had never seen the English works," wrote Mr. Hale, "and although they adopted for the most



PATRICK FRANCIS SULLIVAN

President and director of several street railways, electric and insurance companies, banks and other financial institutions

part the general principles on which those roads were constructed, they did not blindly copy from them, but modified their respective works in many particulars, to adapt them to their difference of situation arising from differences of locality, as well as of the amount of population and business." The rails, like the locomotives, were at first imported from England, but they were in most cases rolled to a pattern prescribed from this country, often deviating from the form in general use in England.

The adoption of the railroad followed a succession of movements for the establishment of State canals from Boston Westward to offset the facilities of such communication from other sections of New England which were curtailing Boston's inland trade and her foreign commerce, to the benefit of New York. Eastern Massachusetts men had been the first to institute the canal system, on any considerable scale, in America, in the construction of the Middlesex Canal, which connected the upper waters of the Merrimac River at East Chelmsford (which became Lowell in 1824) with Boston Harbor. Authorized in 1793, and opened for traffic in 1803, this canal was still in the latter 'twenties, and 'thirties, of much commercial use; in fact it continued in operation until June, 1853. Boston capital had also been expended in the construction of locks for fostering a limited traffic by flat boats on the Connecticut and Merrimac Rivers, the lines of boat navigation thus established extending some distance into New Hampshire. But, as Mr. Hale observed, these modest improvements disappointed public expectation in the moderate degree of accommodation which they afforded as well as the public spirited proprietors in the hope of an income on their investments in them. In the meantime those improvements elsewhere which were adverse to Boston's commercial interests developed. The construction of the Blackstone Canal, leading from Worcester to Providence, Rhode Island, opened a water connection between New York and the "Heart of the Commonwealth," while no such communication existed between Worcester and Boston. Indeed so early as 1791, before the Middlesex Canal was begun, a route for a canal to connect Boston with Worcester was surveyed by General Harry Knox, of Revolutionary fame, but the project fell through. A similar diversion of the trade of the Connecticut Valley was effected by the opening of a canal from Northampton to New Haven. The Western part of the State had become so estranged for all commercial objects from Eastern Massachusetts that, Mr. Hale averred, no trader from Berkshire County had visited Boston for many years. The same causes were extending the relations of New York with Vermont and New Hampshire at the expense of Boston. At the same time the steamers of New York by their daily and regular voyages to Providence, to the Connecticut River, to New Haven, and to those ports of the Hudson which lay near the Western border of Massachusetts united half the State more intimately with New York than with Boston.

The opening of the Erie Canal in October, 1825, with Governor De Witt Clinton's triumphal progress in a State barge from Lake Ontario to the mouth of the Hudson, and his symbolizing the union of the two by mingling their waters, brought matters to a crisis in Eastern Massachusetts and Boston. While the Erie Canal was under construction far-seeing Boston men were again planning a canal into Worcester county, similar to the Middlesex Canal, and possibly to the Connecticut River; while a few were boldly agitating a canal direct to the Hudson. Early in this year of 1825 the canal advocates had succeeded in getting through the General Court a resolve pro-

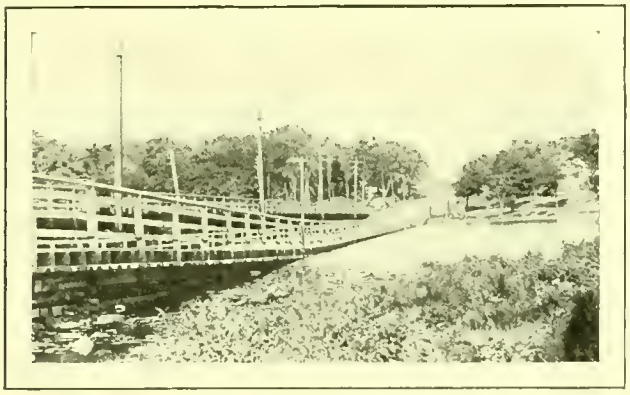


HARRY P. NAWN

President of the Hugh Nawn Contracting Co., and Director of the Federal Trust Co., the National Rockland Bank of Roxbury and the East Taunton Street Railway.

viding for a commission "to ascertain the practicability of making a canal from Boston Harbor to Connecticut River," and "of extending the same to some point on the Hudson River in the State of New York in the vicinity of the junction of the Erie Canal with that River." The report of this commission, a bulky document, was presented to the Legislature of January, 1826, by Governor Lincoln. Surveys had been made by Col. Loammi Baldwin, second, son of Col. Loammi Baldwin, the engineer of the Middlesex Canal,—and the discoverer, while surveying the Middlesex, of the fruit on an apple tree, which, cultivated by him, became the famous Baldwin apple. The surveys were in two parts, one covering a route from Boston to the Connecticut River, the other from the Connecticut to the Hudson. The latter including the tunnelling of the Hoosac Mountain. Thus the idea of the Hoosac Tunnel, which fifty years after was realized for the railroad, originated for a canal. The commission proposed the construction at once of only the first part of the scheme—to the Connecticut—and the amount required for this was placed at three million dollars, the interest upon which it was advised, should be raised from several named sources, one of them a State Lottery. In support of the Lottery, against which as gambling a State law had been secured, the commission ventured a frank and ingenuous argument: "Having been arranged under the generic term *gambling* an effort has been made, from the purest and best motives, to discountenance and suppress lotteries; but it now becomes a serious question of investigation whether too harsh an epithet has not been given to one of the ordinary modes of raising funds under the sanction of the highest legislative enactments, both in Europe and this country, for literary, eleemosynary, and various other great and excellent purposes. If it has been proved that the legal countenance which this State has *formerly* given still includes a disregard of existing statutes, is it not more politic so to amend them as shall secure to the Commonwealth those benefits which are now derived by other states? It may be said, with sufficient plausibility, that if an unabatable evil does exist let it be converted to the best possible purposes. All constructive crimes, including such as come within the antiquated systems of sumptuary jurisprudence, are not deemed by the people as immoral, *per se;* and it is an axiom in ethics as well as legislation, that doubtful or imaginary offenses should not hastily be made penal." The commission put the amount annually expended in the State for the purchase of lottery tickets, despite the prohibitory law, at over two hundred and fifty thousand dollars.

The Legislature took no action on the commissioners' report, or on the canal question beyond tabling a resolve authorizing further surveys. Its attention had now been sharply turned from canals to railroads, by reports in the public prints of the discovery in England of the adaptation of the railroad to the purposes of public travel and the transportation of merchandise, entitled to take precedence of canal transportation; and particularly by the practical advocacy of Bryant's Granite Railway scheme now brought up for incorporation. With the granting of Bryant's charter a new railroad party arose. The Massachusetts Canal project was doomed. In the next General Court the advocates of railroads were in the majority in the House, and the Senate while conservative was interested in the novel thing. A petition was now presented by the public-spirited Col. Thomas Handasyd Perkins, the financier of Bryant's road, and a few other citizens of standing, mostly Boston men, praying that surveys be made for a railway from Boston through



FLOATING BRIDGE ON BAY STATE STREET RAILWAY
SALEM SHORT LINE

to the Hudson. In compliance with this petition an order providing for a joint committee to sit during the recess for consideration of the "practicability and expediency of constructing such a railway," was passed by the House. The conservative Senate nonconcurred, whereupon the measure was so amended as to provide for a committee of the House alone. This committee was composed of two Boston members, Dr. Abner Phelps—its chairman—and George W. Adams, a son of President John Quincy Adams, and a Worcester member, Emory Washburn, afterward Governor. In January, 1827, this committee reported a scheme of a railroad to be operated by horse power, with paths on either side of the tracks for the drivers; and recommended resolves for the appointment of a board of commissioners to cause surveys to be made of the most practical routes from Boston to the Hudson at or near Albany. Thus the first step toward the new venture was taken.

With the appointment of the Phelps committee, the railroad question as Charles Francis Adams characterized it, passed into its first or educational stage, to last four years. The great part of the public received the idea with surprising incredulity. Nathan Hale remarked the pertinacity "worthy of a better cause" with which the efforts of the advocates of the improvement



HAYMARKET SQUARE. THE CITY RELIEF STATION TO THE LEFT

to produce a general conviction of its practicability was resisted. While there were indeed, he said, very early converts to the belief of its efficacy, that belief was slowly embraced by the class of persons who were possessed of the means of testing their convictions by actual experiment on a scale broad enough to give it general confidence. It was the learned *Boston Courier*, then under the editorship of the distinguished Boston journalist, Joseph T. Buckingham, which received the Phelps committee's report with this often quoted delicious bit of editorial wisdom:

> "Alcibiades, or some other great man of antiquity, it is said, cut off his dog's tail that *quidnuncs* might not become extinct from want of excitement. Some such notion we doubt not moved one or two of our natural and experimental philosophers to get up the project of a railroad from Boston to Albany,—a project which every one knows, who knows the simplest rule in arithmetic, to be impracticable, but at an expense little less than the market value of the whole territory of Massachusetts; and which, if practicable, every person of common-sense knows would be as useless as a railroad from Boston to the moon."

The Legislature of 1827 at its January session ignored the Phelps committee's recommendations. But before prorogation an act was passed creating a "Board of Internal Improvements," of three members, with authority to employ an engineer, to examine routes for canals and railways generally. Subsequently this board was directed to survey a railway route from Boston to the Rhode Island line, and a canal route from Boston to the Blackstone. At the next June session numerous petitions on the railroad question, now headed by Josiah Quincy, mayor of Boston, poured in. In response to these, resolves were at length passed providing for the appointment of two commissioners and an engineer definitely instructed to report surveys, plans, and estimates for a railroad from Boston to the Hudson on the best practical route. Meanwhile the "Board of Internal Improvements" had made a report only with respect to a local canal. The commission of two reported at the January session of 1828 the results of its engineer's surveys, and while it recommended a road to be operated only by horse power, it ventured, cautiously, a discussion of the possibilities of the movable engine. The committee to whom this report was referred in regular order, although not fully endorsing the railroad idea agreed that the question of railroad construction had "assumed a new and greater influence." The canal idea was now definitely dismissed.

The next and the longest step was taken with the passage in March of an act authorizing the appointment of a "Board of Directors of Internal Improvements" consisting of twelve citizens, and the appropriation of a fund to meet the expense of making various surveys and plans of railroads. Of this board, chosen by the Legislature, Governor Lincoln was first named; but Nathan Hale, whose services as a railroad educator had already been great, was the real head. Subsequently he became the president of the company which built the first Boston road opened for traffic—the Boston and Worcester. Under the direction of this board surveys were made of routes from Boston to the Hudson from which the most desirable might be selected, and of three entire routes from Boston to Providence; and reports thereon were submitted in the Winter of 1829 with the recommendation that a commencement of railroads be undertaken on both these lines, at the cost of the State. This report, which was the work of Mr. Hale, was an elaborate document in which the whole subject was clearly and broadly discussed. The construction

of railways in which Bryant's methods were followed, was recommended. The space between the rails was to be graded for a horse-path. While the motive-power was to be the horse, the future—the near future possibilities of steam were duly recognized. The success of the locomotive engine had not yet been fully established in England. The report excited wide attention and debate. But the Legislature of 1829 adjourned without taking any definite action upon it. Before the General Court of 1830 met George Stephenson's "Rocket" performance had taken place in England. Mr. Hale spread before the people in his paper every detail of the famous Rainhill trials near Liverpool. Thus the press came into action and practical service. The result was immediate. "All the slow educational work of the six preceding years seemed to bear fruit in a day,—not in the Legislature, but in the market-place," wrote Mr. Adams. "Individual enterprise at last came to the front, and when the Legislature met in January, 1830, petitions for the incorporation of private railroad companies were presented to it." In November the great ceremony of the Manchester and Liverpool opening took place, and Mr. Hale took care to lay before the readers of his *Daily Advertiser* a full account of it.

The granting of a tentative charter to one of these petitioning groups—the promoters of the Boston and Lowell—marked this eventful year. In the summer season of the next Legislature—1831—the incorporation of the Boston and Providence and the Boston and Worcester followed, and the Lowell's charter was amended and strengthened. Now, with these three Boston roads, the system which was to make Boston a future railroad centre was fairly inaugurated. These charters, however, were granted with some misgiving, while the policy of undertaking the construction of railroads on the public account continued to be pressed. At subsequent sessions for a year or two longer this issue was strongly pressed, mainly through Boston influences. But the country members stood stolidly against the involvement of public moneys in any such schemes. It was the old story of the alignment of the country members against the "Boston clik." In this particular it was fortunate for it kept the State out of the railroad business. The Legislature decided not only to make appropriation of public money for railroad construction, but to co-operate, through subscription of stock on public account or other pecuniary aid, with private corporations established, or to be established, for the purpose. The first three companies were organized by the subscription of the required amount of capital, conditionally,—or at least



WASHINGTON STREET TODAY
OLD SOUTH CHURCH PROMINENTLY IN THE CENTER

definitely so expressed in the case of the Boston and Worcester,—with the reservation of the right of the subscribers to withdraw upon receiving the report of definitive surveys and estimates.

The Boston and Lowell was the first to be organized, as I have already remarked, and to open books of subscription. The moving spirits in its establishment were Patrick T. Jackson and Kirk Boott, Boston leaders in the establishment of Lowell, and the stock was mainly taken by those interested in the new Lowell manufactures. It was in shares of five hundred dollars each. Of the original subscribers, Mr. Jackson was a subscriber for one hundred and twenty-four shares; Edwin Munroe (not a Lowell manufacturer, but a miller, of Prospect Hill, Somerville, then part of Charlestown, my maternal grandfather) for one hundred shares; John Lowell, ninety-four, George W. Lyman, seventy-five; William Appleton, fifty. The engineer of the construction of the road was George W. Whistler, father of the more celebrated artist Whistler, who lived so much of his life abroad and in London as sometimes to forget his American birth. The stock of the Boston and Worcester was taken chiefly not by capitalists, but, as Mr. Hale stated, by men of business desirous of promoting a Western line through to the Hudson. With a satisfactory report to the subscribers as to the surveys and estimates, in 1832, the conditional subscriptions to the stock were made absolute. The Worcester's charter was the first which contained the express grant of authority to transport persons and merchandise on account of the corporation, and to purchase and hold locomotive engines and cars. In the Providence Company a great part of the stock was taken originally by New York capitalists, since it was to make connection with the steamboat lines to New York.

These three pioneer railroads in New England remained the only works of the kind (with the exception of the Norwich and Worcester begun in 1835) till their success had been tested by their actual use. Meanwhile the old system of internal communication was fostered in the hope of continuing in successful competition with the new. The old system chiefly consisted of numerous lines of stage-coaches radiating from Boston, and baggage-wagons employing some thousands of fine horses. The stage-coaches were capable of performing a journey of one hundred miles a day by eighteen hours' travel; and the great goods-wagons of making the round trip of a hundred miles and back with four or five tons of merchandise once in a fortnight.

The seven pioneer and distinct railroads, diverging from Boston irregularly to all points of the compass, and the main trunks upon which were engrafted all the railroads in the State, continued entirely independent of one another for nearly half a century. And each had a distinct passenger station for a decade or so longer. The stations fifty years ago were excellent buildings, one or two of them architecturally ambitious, of which the town was reasonably proud. The Worcester and Western station, or the Boston and Albany after 1869, at the corner of Beach and Lincoln Streets opposite the United States Hotel, was then classed as old and a landmark. Sixteen years after, to be exact, in 1881, it was succeeded by a modern structure occupying a block bounded by Kneeland, Lincoln and Utica Streets. This new building was pronounced to be attractive in its general appearance, while "convenient in its arrangements for passengers as well as for the prompt dispatch of trains without confusion." The "ladies' room" was especially effective with its unusually comfortable furnishings, and its "three large fireplaces fifteen

feet in height, built of McGregor freestone—a recognition of the æsthetic tendencies of the times." The train-house opening directly from the vestibule was exceptionally long and wide for that day. The Old Colony station, neighboring the Worcester, on Kneeland Street at the corner of South Street, was a plainer structure externally, but with an inviting interior. The Boston and Providence station fifty years ago was on Pleasant Street by Park Square, a quaint structure, the entrance from the street through a gate-way—perhaps the gate-way was an earlier affair, my memory may be at fault—in the arch over which used to hang a bell, which in the early railroad days rang fifteen minutes before the departure of a train. This station of the 'fifties was succeeded by a station of the 'seventies remarkable for its artistic beauty as well



DELIGHTFUL SCENES REACHED BY BAY STATE STREET RAILWAY, ONE OF BOSTON'S PRESENT DAY SYSTEMS

as for its adaptability to the uses for which it was designed. Indeed it was one of the "show" buildings of the then fairly developed Back Bay quarter upon the edge of which it stood. Although surpassed in size by a few structures of the kind it was one of the longest passenger stations in the world. A great marble hall in the centre of the spacious head-house, imposing in its general effect and magnificent in its architectural beauty, was the strikingly effective feature of the interior. From this hall opened the large and well-appointed waiting rooms, dining-rooms, baggage rooms, and so forth; while from a fine gallery surrounding it at a height of twenty-one feet, access was given to a travellers' reading-room, a billiard-room, and to the offices of the company. The long train-house, with monitor roof, opened from the farther end of the central hall, approached by a dignified flight of steps the width of the building, it being below the level of the head-house. The façade of the

handsome exterior facing Columbus Avenue close beside Park Square, was marked by a lofty and finely proportioned tower, high up in which was a tower-clock illuminated at night. The architects of this noble station were Peabody and Stearns. It cost nearly a million dollars. The Boston and Providence in the 'seventies, with its connection one of the trunk lines to New York, had become one of the richest railroad corporations in Massachusetts. In the late 'nineties, or early in the 'twenties, this beautiful building was demolished, and in its stead was erected the gloomy and depressing "Back Bay" station on Dartmouth Street south of Copley Square.

The other stations, all on the North side of the city—the Boston and Maine facing Haymarket Square, and the Fitchburg, the Eastern and the Lowell in a row on Causeway Street—were all well arranged, and two of them notable structures fifty years ago. The Maine station stood on the line of the Boston end of the old Middlesex Canal. It was a plain roomy building, without the customary division of head-house and train-house; and being at the junction of two streets and Haymarket Square, it was exceptionally bright and airy. Its site is now covered by the Emergency Branch of the Boston City Hospital. The Fitchburg was the most impressive from its fortress-like aspect, with its massive walls and battlemented towers of undressed granite. It was built in 1847, five years after the completion of the road, and apparently to last for centuries. It was historic as well as the oldest of the Causeway-Street row, not from its connection with railroads but with art. For it was in a great hall in the upper part of the building that Jenny Lind, brought out by Phineas T. Barnum the showman, was heard in two great concerts by audiences of four thousand people on each occasion, in October, 1850. The agent of Mr. Barnum, who at that time was paying the Swedish singer one thousand dollars for each concert, sold for the second one tickets to a third more persons than could be accommodated. Accordingly the manager to his great chagrin was obliged to refund the money the next day. Even with the exclusion of the disappointed throng the hall was so densely packed that many women fainted, and at times there was danger of panic. The local newspapers remarked with admiration upon the magical effect of Jenny Lind's voice in calming the multitude and restoring order. Previous to the erection of this station the terminus of the Fitchburg had been in Charlestown. The massive structure remains with slight change in its exterior, a sort of annex to the present North Station, utilized for offices of the freight department. The Eastern station was the least pretentious in the row. It had been erected in 1863 after the destruction by fire of the former station, and was small and inadequate for the immense business which the Eastern had at that time built up. It was of brick with central tower, upon which was a clock which could be seen from several approaches, and was depended upon by patrons of all the stations of the row. The Lowell station was one of the showiest and largest in the country. It was seven hundred feet long, and had a front on Causeway Street of two hundred and five feet. It was built on a large scale with a view to much more extensive business than the Boston and Lowell alone—the shortest of the initial railroads, only twenty-six miles long—or with its then northern connections, was doing, the expectation being that other roads would seek accommodation in it. While substantial in build, and elaborate in ornamentation, this new station lacked the architectural beauty and refinement of Peabody and Stearns' Providence station. The lofty central hall of the head-house, from

which opened the various rooms for passengers,—itself also arranged for a waiting room,—and above the offices of the company, was a notable feature of the interior. Another was the great arch of the train-house with a clear span of one hundred and twenty feet without any central support. The station of the Boston, Hartford and Erie, to become the New York and New England in 1873, was a low, rambling building with an over-hanging roof, similar to country stations, where is now the modern South Station.

These separate stations of the initial railroads were discarded with the establishment of the two great terminals of today—the South Station and the North Station. The South Station was the first to be built and occupied—in 1899. It faces a square laid out during its construction, to which was given the name of Dewey by an emotional city government after the reception of the naval hero of Manila in Boston, and extends its long lengths on the Summer-Street Extension and Atlantic Avenue. If you will have statistics, here



BOSTON'S PRESENT SOUTH STATION

they are: Total length on three streets, twenty-one hundred and ninety feet; maximum length of the main station, eight hundred and fifty feet, maximum width seven hundred and twenty-five feet; length of the train-shed, six hundred and two feet; total area of train-shed and head-house, thirteen acres; main waiting-room, sixty-five feet by two hundred and twenty-five feet. The curved roof is the feature of the train-shed. This is supported on huge cantilever trusses, the trusses being supported on two lines of columns which extend down the full length of the station. The extreme height of the train-shed is one hundred and twelve feet; the middle span is two hundred and twenty-eight feet wide, the two side spans, one hundred and seventy-one feet wide. The central part of the building is five stories, the first story given to station uses, the others for offices of the companies here housed. The ground upon which the building stands is all "made" land. The total area of the site is about thirty-five acres. As originally designed it was a "double-deck" station. The trains were to be separated into two classes, the express or long distance, and the suburban. The long distance was to be handled on the upper deck;

the suburban on the lower. The suburban was to be upon two loop lines laid some fifteen feet below the level of the main platform. The traffic was to enter and leave by an inclined subway leading down beneath the main floor, where the tracks were to form two separate loops swinging around underneath the main platform and leaving by the same incline as that by which they entered. But this scheme was never carried out. The North Station was a patch-work affair—clever patch-work, however—in which were utilized the old Eastern station at one end and the Lowell station at the other, with a brave exterior show of ornamented stone columns between. Its internal arrangement is similar to that of the South Station, but on no such elaborate scale. The South Station is occupied by the New York, New Haven and Hartford combinations, and the Boston and Albany. The North Station, by the Maine, the Eastern Division of the Maine, and the Fitchburg Railroads.

The era of consolidation set in vigorously in the 'eighties. The first of the initial Boston roads to lose its identity was the Eastern, which was absorbed in the Maine in 1884. The Maine itself was then, and had been since the 'forties, a system of consolidated originally independently chartered roads. It comprised the Boston and Portland chartered in Massachusetts in 1833, the Boston and Maine chartered in New Hampshire in 1835, and the Maine, New Hampshire, and Massachusetts chartered in Maine in 1836: the consolidation being effected on the first of January, 1842. The next year the line was opened to the junction with the Portland, Saco, and Portsmouth at South Berwick, Maine (which became the Berwick Junction "ten-minutes-for-refreshments" station, famous for its Berwick sponge cake), where it met the Eastern, and over which the two reached Portland. This line was leased and operated by the Maine and the Eastern jointly up to 1871. Two years later the Maine had opened its own way direct to Portland. The Eastern with its connections was early controlling the traffic to the northern shores of Massachusetts and New Hampshire as well as the bulk of the White Mountain travel. For the first thirty years or so of its career the Eastern had enjoyed great prosperity, and its dividends were comforting to many old Essex County families, where, especially in Salem, its stock was largely held. But through a succession of misfortunes from 1873 to 1876 it fell upon evil days, and so its ultimate absorption by its old rival was easy. The Lowell was the next of the original Boston roads to disappear as an independent organization. The Maine absorbed it in 1887. The Lowell and its system then included the Nashua and Lowell, the Keene branch, the Northern New Hampshire and several minor connecting roads, the Central Massachusetts, and the Boston, Concord, and Montreal, these all held under leases. With this absorption the Maine made connection with New York via the Worcester and Nashua (included in another lease) and the Philadelphia, Baltimore, and Washington via the Central Massachusetts, and the Poughkeepsie bridge. Thus with the acquisition of the Eastern and Lowell systems the Maine was enabled to reach a much larger area directly by its own lines than any other system in New England at that time. The next year, 1888, witnessed a yet greater consolidation. This was the absorption, by lease, of the Boston and Providence with its connections by the Old Colony. The Old Colony had gradually extended its operations by building and leasing in the Southeastern and Western parts of the State till it had become one of the powerful Massachusetts railroad corporations. Now with the acquisition of the Providence it reached into New York by one of the best all-rail Boston

and New York lines, and it took rank as the second largest railroad system in New England. Then in the 'nineties came the greatest consolidation of all, when the New York, New Haven, and Hartford absorbed the Maine (which subsequently, in 1900, took in the Fitchburg by lease), the Old Colony, and the New York and New England, and monopolized the railroad business of all New England.

With the loss of these systems, and particularly the passing of the control of the New York and New England which, after many vicissitudes, had become a successfully competing line, and essentially a Boston one, Bostonians who took a pessimistic view of the New Haven monopoly were wont to speak disparagingly of the proud city as only a way station of an alien corporation.



BOSTON'S PRESENT NORTH STATION

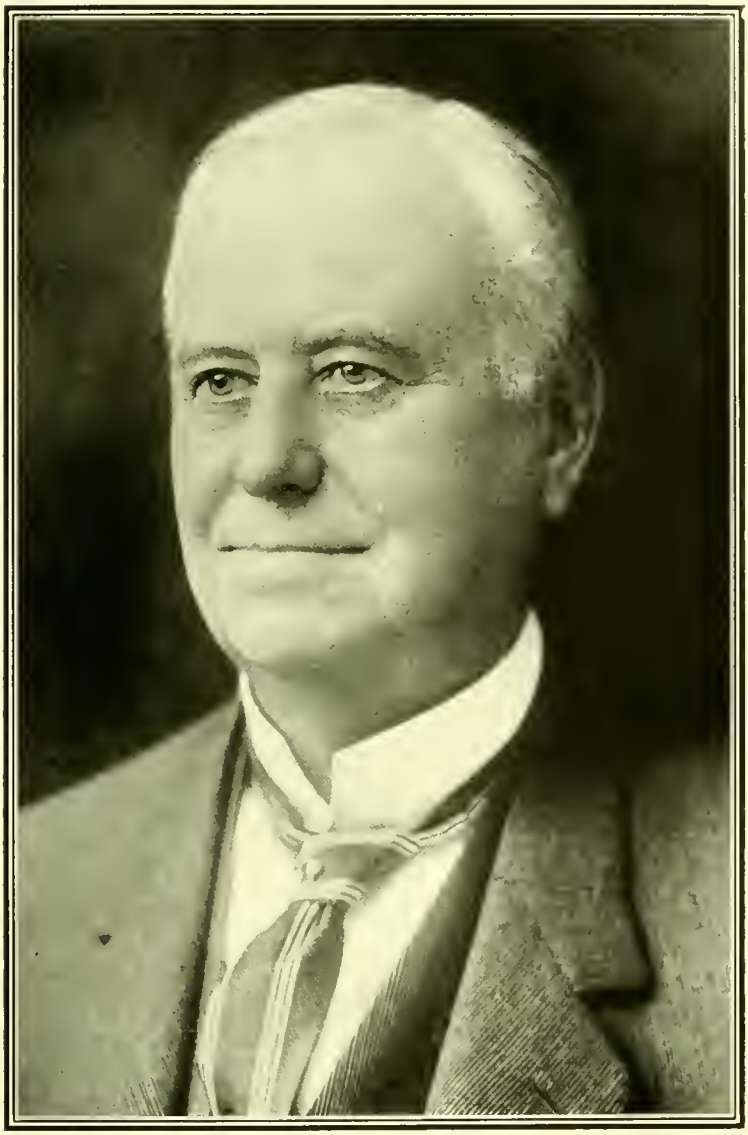
Things, however, were not so bad, and in time Boston recovered something of her former influence upon if not control of the New England railroad situation. At length the New Haven grip was broken, through the warfare against it directed by Boston men in the State Legislature, and through the operation of the Sherman Act; and the history of a new era in New England railroad-conduct is at this writing in the making.

Large men developed with the developing railroad systems, and several of them were especially identified with Boston at different times in these past fifty years. There were William Bliss, long president of the Boston and Albany, William H. Barnes, its general manager for a considerable period, and H. T. Gallup, the general superintendent. There was James T. Furber, brusque of manner and sometimes peppery, but not lacking altogether in amiability, and a thorough-going railroad man, general manager of the Boston and Maine from its absorption of the Eastern and the Lowell systems, till his sudden death in 1892. Before the great consolidation Furber had been superintendent of the Maine. There were the Sanborns, Col. John W., the successor of Mr. Furber as general manager of the Maine, and Daniel W., general superintendent. There were Charles F. Choate who became presi-

dent of the enlarged Old Colony system, and J. R. Kendricks, the general superintendent. There was the capable president of the Fitchburg system, Robert Codman, of the old Dorchester and Boston Codman family. There were William T. Hart, a Boston capitalist, and Charles P. Clark who rehabilitated the Old Boston, Hartford, and Erie with its reorganization as the New York and New England. There were the upbuilders of the New York, New Haven, and Hartford monopoly, Charles P. Clark and Charles S. Mellen. And there was Lucius Tuttle early in his railroad career connected successively with the Eastern, the New York and New England, and the Lowell as passenger agent; then general traffic manager of the Canadian Pacific with headquarters at Montreal; in 1890, general manager of the New York, New Haven, and Hartford; finally, in 1893, president of the Boston and Maine system, which position he held, his energetic administration marked by more absorptions, till after the merger of the Maine with the New Haven in 1909, in the accomplishment of which he was largely instrumental, when he retired to private life,—one of the ablest and most genial of all these New England railroad men, whom I recall most agreeably. It was as his successor in the presidency of the Maine that Charles S. Mellen took up his railroad expansion work, for the time with headquarters in Boston.

It is hard to realize that the street railway system was first introduced in Boston so late as the closing 'fifties—in 1856, only five years before the Civil War; that the first experimental electric line was started only a quarter of a century back—on the first day of January, 1889; that the complete substitution of the electric system for horse power was effected so recently as 1892; that the Subway, conceived in Boston and an example for the system in other cities, is a thing of the closing nineteenth century, opened in 1897, close on to the opening of the twentieth century.

The initial street railway line was between Boston and Roxbury, extending from Boylston Street to Guild Row, then the business heart of Roxbury. It was established by the Metropolitan Horse Railroad Company, chartered in 1853. It was opened in September, 1856. Before Winter had fairly set in the tracks in Boston were extended to Tremont Street, at the corner of Bromfield Street, and from Roxbury to Jamaica Plain. Thereafter the development of the system was rapid. In 1857 the Cambridge line, from Bowdoin Square through Cambridge to Mt. Auburn and Watertown, was opened by the Union Street Railroad Company. In December the same year: a Dorchester Avenue line, from Broad Street corner of State Street to South Boston and Dorchester. In 1858: the Charlestown line, from Haymarket Square to Charlestown and Somerville, and a branch to Chelsea, by the Middlesex Company; and a direct South Boston line, from Summer Street to South Boston, by the Broadway Company. In 1859: a line to Brookline, by the Metropolitan Company. Very soon all the main lines were extended in various directions and spurs thrown out to neighboring suburbs. Early in the 'sixties the principal business streets and thoroughfares of the City were occupied by the rails, and conflicts between the railroad companies and the teaming, trucking, and carriage folk as to their respective rights in the public roads, were frequent, with the victory invariably to the companies. After a while Scollay Square became a busy street-car center, while the Bowdoin Square and Haymarket Square terminals remained as before. Scollay Square was then, though growing shabby, yet a genteel business quarter, with agreeable shops on its Tremont Row and Court-Street sides, in sharp contrast with its



LUCIUS TUTTLE, DECEASED

FORMERLY CHAIRMAN OF THE BOARD OF DIRECTORS OF THE
BOSTON & MAINE RAILROAD

loud, bizarre aspect today, to which old Bostonians must look back with regret. The railway station, on the Tremont-Street border, where is now that melancholy piece of architecture, the Scollay-Square Elevated Station, was the remnant of a row of buildings that for years had occupied the middle of the Square, and itself was a landmark. In the early 'seventies a line in competition with the Metropolitan between Boston and Roxbury was established —the "Highland Line"—or the "Plaid Line," as the Roxbury folk dubbed it because its handsome cars were uniformly painted in the Highland plaid, the enterprise chiefly of Moody Merrill, a devoted son of Roxbury, president of the company, a handsome man, with flowing mustache, luminous eyes, genteel of figure, and an enterprising man in large ways, whom I came to know pretty well. In later years as an editor it was my fate to antagonize him in his forlorn campaign at one time for the Boston mayoralty, in which he was roundly beaten; but the warfare on my part did not strain for long our friendly relations. In the early 'eighties a "Charles-River" line, in competition with the Union Company's Cambridge lines, was instituted. Then in 1887, the West End Street Railway Company was incorporated and there soon began a revolution in the street railway system, which ultimately led to the substitution of electricity for horse power.

The beginning was modest. The company was capitalized at the small figure of eighty thousand dollars, and its projected line was to run from Boston to Brookline, primarily for the purpose of developing a large territory in that town in the region about Longwood and the present Coolidge Corner, controlled by the West End Land Company. Its organization, however, was speedily followed by its acquisition of the largest of the old systems, the Metropolitan. Then followed in quick succession consolidations of the other companies, first, the Highland absorbing the Middlesex, next, the Union taking in its young competitor, the Charles River; and then in November, 1887, all were found in the West End's possession. Now the West End had six million dollars preferred stock, one million, five hundred thousand dollars common stock, and one million, five hundred thousand dollars outstanding bonds. It owned fourteen hundred and eighty cars, and nearly eight thousand horses. The next year it had five hundred more cars, and a thousand more horses. Then was set up the first experimental electric line, and put in operation on the first of January, 1889. This extended from Park Square to Chestnut Hill and Allston. From Park Square to West Chester Park (absorbed in the great thoroughfare of Massachusetts Avenue extending from Everett Square, in the Dorchester District, through Cambridge and Arlington to Lexington) the underground conduit was tried, and beyond West Chester Park the overhead trolley wires were used. A month or so later some electric cars of the Thomson-Houston make were started between Bowdoin Square and Harvard Square, Cambridge. They were operated by the Thomson-Houston Company for six months, and the test being satisfying to the West End, it gave an order for six hundred motors. This was the first decisive step in the adoption of the electric system. The conduit line having proved unsatisfactory it had been abandoned. By autumn of 1889 the work of installing the new system had begun in earnest. The power was originally furnished from a power-house in Allston and from the Cambridge Electric Light Company. Soon, however, the West End Company purchased the old Hinckley Locomotive Works at the South End, with grounds extending from Harrison Avenue to Albany Street, and here built its own power-

house, a great establishment as then accounted, equipped with McIntosh and Seymour engines and Thomson-Houston generators. Meanwhile the rolling-stock of the West End was rapidly increasing and also the number of its routes. In 1891 it had four hundred and sixty-nine electric cars in service, and sixteen hundred and ninety-two horse cars: of the electric cars two hundred and fifty-five had a seating capacity one-third greater than the old short cars. With the opening of 1892 one hundred and seventy-two more long cars were ready in the electric service. Three types of electric cars were employed: eight-wheel cars designed by Louis Ptingst, the master-mechanic of the West End; six-wheel Robinson radial cars; and Pullman "double-deckers."

In 1890 the West End Company obtained a charter in elevated railways. But the next year operations under this charter were suspended pending the report and recommendations of a Rapid Transit Commission then created by the Legislature. The appointment of this commission empowered to make examinations of systems in other cities, was the result of agitation over the intolerable congested condition of the downtown streets especially about the Common—Tremont and Boylston Streets—and the consequent delays in transportation, brought about by the increase of cars and traffic. The commission examined systems in European as well as in American cities, and in February, 1892, made preliminary reports upon the advantage of a combination of the elevated and tunnel systems. Then followed a strenuous local discussion of the merits of these systems singly or combined, with wide difference of opinion. Several routes for an elevated line through the city North to South, with outreaching spurs, were advocated; while an open cut through or across the Common was part of one influentially-backed scheme. The latter roused the friends and protectors of the Common, and the substitution of the Subway, advocated by them, was the final outcome. So the first Subway in America for electric cars service was born.

This initial Subway was authorized by the Legislatures of 1893 and 1894 (as you may see by the inscription on the bronze tablet at the Park Street entrance), and the Boston Transit Commission to build it created in 1894. This commission was composed of five members appointed for a term of five years from July, 1894 (which term was later extended as the system of tunnels and subways enlarged), two of the five appointed by the State, three by the City. The selections of the original five were made by the governor and the mayor with discretion, so that standing and experience were rather the qualities sought than political prominence. Of the governor's appointees, George G. Crocker and Horace G. Allen, Mr. Crocker, who was made chairman of the body, had been a member of the State railroad commission. Of the mayor's three, Charles H. Dalton, Thomas J. Gargan, and George F. Swain, the first and the third were peculiarly qualified for the service they were to render, while Mr. Gargan, a popular politician, was gifted with a variety of abilities which rendered him a practical working member. The chief engineer, employed by the commission, Howard Adams Carson, was one of the ablest in engineering skill in the country. Construction began at the Public Garden on the twenty-eighth of March, 1895 (again as recorded on that bronze tablet), and the work was opened to Park Street for public travel September first, 1897; while its entire length opened for travel the third of September, 1898. The fame of this pioneer Tremont-

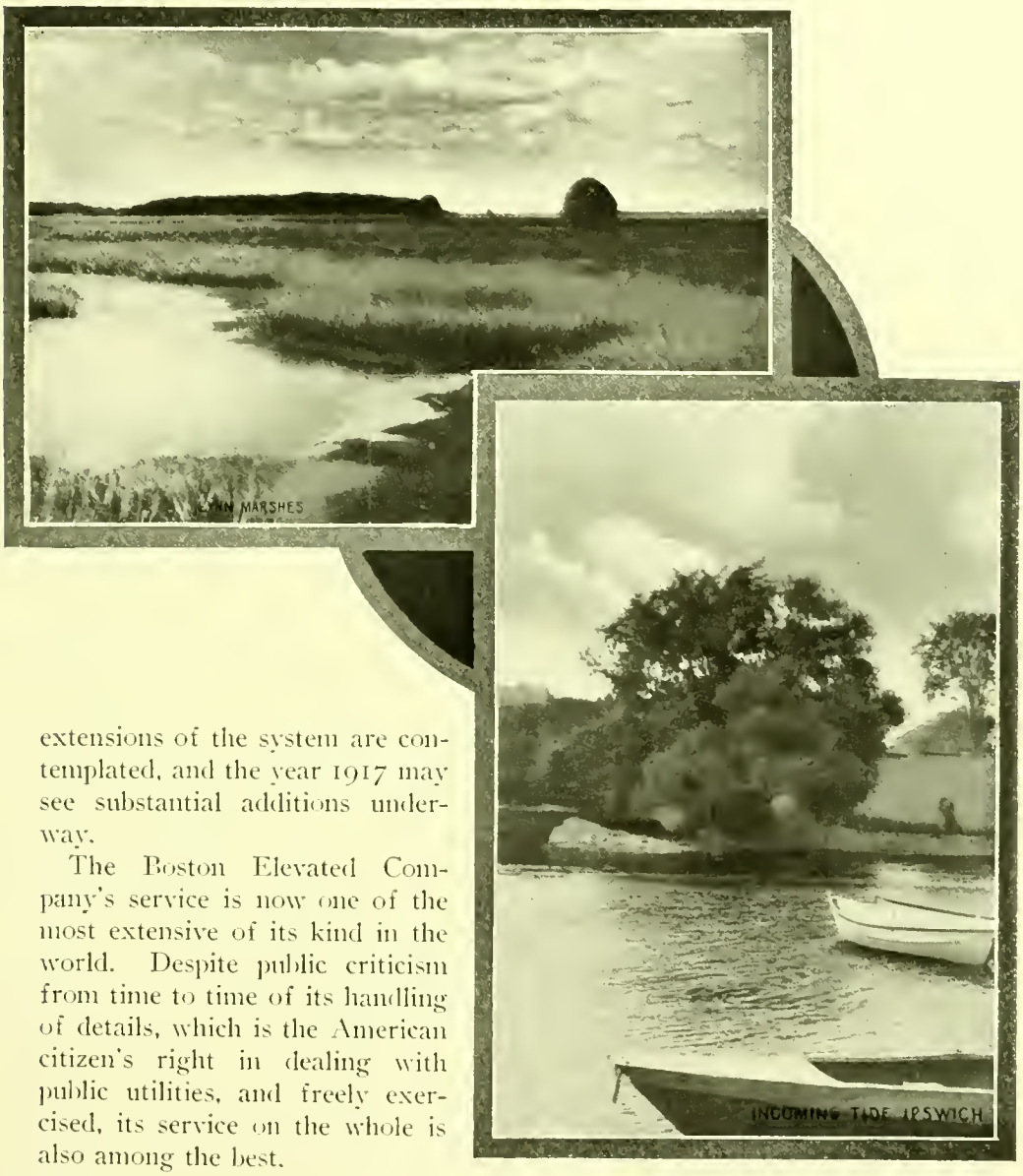
Street Tunnel at once became widespread. When Lord Kelvin was visiting this country, and arrived in Boston, before stopping to have his dinner he hurried into this Subway of which he had heard so much, and pronounced it an engineering marvel. And so it was for a time, until New York was wise enough to improve upon it.

Nothing was done under the West End's charter for elevated railways. Instead, the Boston Elevated Railway Company was established, under another charter for an elevated company which the promoters had purchased; and then the Elevated took over by lease the equipment and properties of the West End Company. To the Boston Elevated therefore the Subway was leased for operation. The annual rental was fixed at four and seven-eighths per cent of the net cost of the work. It was in 1901 that the Elevated system in connection with the surface system South and North was opened. The Elevated line then extended between the Roxbury District, Dudley-Street Terminal, and the end of the Charlestown-District, Sullivan-Square Terminal; with a loop from the North Station and along Atlantic Avenue to the South Station, beyond connecting with the main line South. Subsequently the line was extended through Roxbury Southward to Forest Hills, West Roxbury District. In 1904 the East-Boston Tunnel, the first submarine tunnel built in this country for electric street-car service, was opened. In 1908 the Washington-Street Tunnel was finished and on the last day of November opened for public use, put into service exclusively for elevated trains, which before had been run together with surface cars in the Tremont-Street Subway. In 1911, by one act, was authorized the construction of the Boylston-Street Subway through the Back Bay quarter; the Dorchester Tunnel; and the East Boston Tunnel Extension. Of these, work upon all of which was promptly begun, the Boylston-Street Subway, extending from the Tremont-Street Subway beside the Public Garden to near the junction of Commonwealth Avenue and Beacon Street, was the first to be finished. It was opened for traffic in 1914. The Dorchester Tunnel passes from under the Park-Street station of the Tremont-Street Subway, in connection with the Cambridge Subway, under Winter and Summer Streets, crossing underneath the Washington-Street Tunnel, and is to extend to a point at or near Andrew Square in Dorchester. It connects with the South Station, thus connecting that terminal with the subway system at the central Park-Street station. The East Boston Tunnel Extension, extending from the tunnel's original terminus in Court Street near Cornhill, to Chambers and Cambridge Streets, makes connection with the surface tracks in Cambridge Street. The act of 1911 repealed so much of previous legislation as authorized the construction of a Riverbank Subway along the green sward of the Charles River Esplanade, and fortunately that scheme was abandoned. The Cambridge Subway—or The Cambridge Connection, as officially termed,—which comprises the Beacon-Hill Tunnel through Beacon Hill to the open way over Cambridge Bridge into the Cambridge Main-Street Tunnel to Harvard Square, was opened to the public on the twenty-fifth of March, 1912. The Main-Street Tunnel was built by the Boston Elevated. The extension of the Cambridge Connection along the line of the Dorchester Tunnel to the enlarged Summer-Street station of the Washington-Street Tunnel, was completed and opened in 1914.

This series of subways and tunnels, models of engineering skill, all owned by the City of Boston, are leased to the operating company each at the uniform annual rental of four and a half per cent upon the net cost of the work, with

the exception of the initial Tremont-Street Subway, and the Cambridge Connection. The rate for the Tremont-Street Subway, as has been stated is four and seven-eighths per cent on the net cost; that for the Cambridge Connection, four and seven-eighths per cent of the net cost for a period of twenty years from the beginning of use, thereafter at four and a half per cent. Further extensions of the system are contemplated, and the year 1917 may see substantial additions underway.

The Boston Elevated Company's service is now one of the most extensive of its kind in the world. Despite public criticism from time to time of its handling of details, which is the American citizen's right in dealing with public utilities, and freely exercised, its service on the whole is also among the best.



SNAPSHOTS ON LINE OF BAY STATE STREET RAILWAY

CHAPTER VII

THE CITY'S SOCIAL ADVANTAGES

CLUB-LIFE FIFTY YEARS AGO AND NOW—A MARVELOUS INCREASE IN NUMBER AND CHARACTER OF BOSTON CLUBS AND THEIR HOMES

FIFTY years ago there were but three club-houses in Boston, and six clubs established in fixed club-rooms. Today there are twenty club-houses in the city proper, and sixty odd clubs quartered in club-rooms, while each of the outlying Districts has its club-house, or club-houses, for some have more than one, in good social standing. One of the nine clubs of the 'sixties was a Woman's club, the second,—or the third venture in the country, if "Sorosis" of New York, organized earlier the same year (1868) is to be counted second instead of first, as some contend,—a hazardous, bold thing it was thought, and looked upon askance by conventional Boston. Today there are five woman's clubs in the city proper sumptuously housed and accepted by the community with cordiality; while each of the outlying Districts has its highly cultivated one and as luxuriously housed as the men's clubs. Two of the nine of the 'sixties were Boat clubs. Two were Yacht clubs. Other than these aquatic clubs there were none devoted to sports. There were no athletic clubs as such. The first Base Ball club was not organized till 1871. Today there are half a dozen distinctive athletic clubs finely housed in the city proper, and a dozen more in the Districts. They include clubs devoted to various classes of sports, as the Boston Athletic Association; to one or two particular sports exclusively, as the Tennis and Racquet Club, neighboring the Boston Athletic; foot ball clubs, canoeing clubs, riding clubs, fencing clubs; and, in the Districts, country clubs with racing courses, with golf links, tennis courts; or golf or tennis clubs exclusively.

One club feature of the 'sixties peculiar to Boston, which developed largely in the 'seventies and 'eighties, then in the 'nineties began slowly to fade out, was the dining club, political, literary, otherwise professional, and business. These clubs generally met at the hotels, at Parker's, or Young's, or the Revere, during the active seasons, some of them weekly on Saturdays, invariably so the political clubs, others monthly on Saturday evenings. The proceedings of the political clubs, their table-talk and speeches, were among the chief Saturday news "features" of the newspaper reporters and correspondents. Political questions, party measures, and public men were discussed, and sometimes efforts were made to shape the course of political action, or to lead public opinion. But they were not largely influential; most of them were partisan organizations, and the speech was more that of the ardent "spellbinder" than the astute politician or political leader. Still the political leader cultivated the festive institution, and occasionally the dining club was

made the vehicle for bringing to the public test some new issue or new measure or new man for the governorship or even the Presidency.

Most engaging of these political dining clubs, and indeed father of them all, was the Bird Club, so named for Francis W. Bird, paper manufacturer of Walpole, one of the earliest of genuine Independents in politics, and in his long day one of the most prominent politicians of the State; a near adviser of Governor Andrew throughout the Civil War period; an early and persistent Free Soiler; influential in the Republican party councils during the earlier years of its history, in 1872 opposing Grant's second election to the Presidency, then in fellowship with the Democratic party which he joined with the



HOUSE OF THE HARVARD CLUB OF BOSTON

Greeley campaign; in his latter years the "Sage of Walpole," powerful in political affairs because of the faith in his honesty, sagacity, and patriotism (it was then that I knew him best: he used to make a regular Monday call at my office and talk over public matters, measures, and men, with pungent note and comment, enlightening my understanding, and often steering me into broad paths); from whom his eminent, and may I say more partisan, son, Charles Sumner Bird, inherited his political frankness. The first Bird Club evolved from Saturday dinners in Young's "Coffee House," in the early 'fifties, of a group of Free Soilers, at Mr. Bird's invitation. Later the company enlarged, and the organization came to be called "Bird's Saturday Din-

ner Party." From Young's it removed to a room in the Free Soil headquarters over "Hanson's grocery store," then at the upper corner of School and Province Streets. The dinners were sent in by a caterer at a cost of fifty cents a plate. Whist and cigars followed the dinner. In 1857 Knownothingism interrupted the harmony of the organization, and at length Mr. Bird, Henry L. Pierce, and others withdrew and formed a new Bird Club. This second Bird Club met at Parker's till 1860, then returned to Young's. In May, 1859, John Brown dined with the club, brought in by George L. Stearns. It is related that early in the Civil War Mr. Bird was accustomed to offer at the dinner the toast, "Success to the First Slave Insurrection," to which Governor Andrew would add the amendment, "Without the Shedding of Blood." In 1868 Elizabeth Cady Stanton dined with the club, the only woman ever to be its guest. From this second organization Mr. Bird and his Independent friends withdrew in 1872, when they were opposing Grant, and a third Bird Club was formed. The remaining, stalwart Republicans, members of the old organization, reorganized the following year as the Massachusetts Club, "for good fellowship only." From the remnant of the original "Bird's Saturday Dinner Party," when Bird and his associates withdrew in 1857, the Banks Club was formed, named for Nathaniel P. Banks, and composed of his political supporters and ardent friends. Banks was made the first president, and held that position continuously till 1880. Then he withdrew, though retaining his membership, and at his earnest request the name was changed. It then became the Boston Club. Between the 'sixties and 'eighties county clubs, all Republican, were added to the number of dining clubs—as the Middlesex, the Essex, the Norfolk. These generally dined at Young's. In 1882 the Massachusetts Reform Club, an outgrowth of a spirited civil service campaign of that year, was organized, to dine quarterly at Parker's. Subsequently it took on tariff reform, and became an anti-protective organization. Of these political dining clubs there yet linger the Massachusetts and the Middlesex, meeting at irregular intervals, and the Massachusetts Reform.

Of the professional dining clubs of the 'sixties the literary Saturday Club was unique. Only in Boston in that day could be assembled the rare material, poets, essayists, scholars, wits, of which it was composed. At the monthly dinners during the Autumn and Winter seasons, there appeared pretty regularly Emerson, Lowell, Longfellow, Holmes, Whipple, Charles Eliot Norton, Benjamin Peirce, Agassiz, and other lights of Harvard; Hawthorne in his last years (he died in 1864). In the next decade Howells, Aldrich, Parkman, and others who had attained the intellectual heights, were admitted to the charmed circle. There was rarely speech-making, and the table-talk was easy and natural, with no effort to pump up fine sayings. Envious outsiders—particularly New Yorkers—were wont to characterize the club as a "Mutual Admiration Society." But nothing could be farther from the mark. Occasionally some guest from the outer world, a man-of-letters from some other clime, was entertained. Then there was speech-making, and clever and gracious speech. If I recollect correctly Matthew Arnold was the club's guest during his visit to Boston and Cambridge. The deaths of Emerson, Longfellow, Peirce, and one or two others, in the early 'eighties, somewhat dimmed the club's intellectual brilliancy; but not for long, with Holmes and Lowell and the younger members remaining. In the 'nineties Lowell, and Parkman, and lastly Holmes, died (Lowell in 1891, Park-

man, 1893, Holmes, 1894), and the club's career soon after closed. One of the last of its choice functions was a reception to its fellow member Holmes upon his return from that last and wonderful visit to England, of which he gossiped so delectably in "Over the Tea Cups." The Papyrus dining club which came into being the first of the 'seventies, was a sort of junior Saturday Club. It was far less reserved, however, much more catholic in its membership, had the friskiness of youth, and a touch of Bohemianism, though of a mild and decorous sort. The original organization was composed of a dozen or twenty men, mostly journalists and literary fledglings, who assembled on Saturday nights around a generously loaded table at "Billy Park's," then on Bosworth Street, where is now the annex of Parker's, and tried upon each other their literary wares. From this beginning the club soon expanded to large proportions; adopted a constitution in which it was pre-



HOME OF THE BOSTON LODGE OF ELKS
CONVENIENTLY LOCATED IN THE BEACON HILL DISTRICT

scribed that two-thirds of the members must be literary men, with such liberally classing journalists, artists, and publishers; and established itself in one of the largest of the "banquet rooms" of the old Revere. The membership now included clever men in the various professions, notably journalism, art, music, and the law. The ceremony at the tables was of the simplest. After dinner the "loving cup" was passed from the president, himself first sipping the nectar, to the guest or guests (there were always guests, the visitor or visitors of distinction in the journalistic, literary, theatrical, or art world, at the moment in town), then from member to member; then the literary festivities followed. At their Papyrus dinners some of the gayest work of its literary members and poems of its poets have been tried on the critics at the board, always deliciously free with their criticism, before the appearance of

the effusions in enduring print. John Boyle O'Reilly read first here his "In Bohemia" from the rough manuscript draft, which the club members received with shouts of, "Good! Boyle!" "Good, Good, Boyle!" and cheers. "I think myself it's pretty good, boys," the honest poet responds with twinkling eye. "Mark these lines again," and he repeats the last two. "They'll do, won't they, boys?" Renewed cheering, tossing of napkins in the air, and toasting of the poet. The object of the club, defined to be "to promote good fellowship and literary and artistic taste among its members," was fully attained. The Papyrus still remains, proud of its past, and well sustained by the clever men of the professions of this generation.

The three club-houses of the 'sixties were those of the Temple and the Union Clubs—the oldest and the youngest in town—and of the Boston Yacht Club at City Point, South Boston. The Somerset did not occupy a house of its own—its present Beacon-Street house opposite the Common, a model of stately yet simple elegance—till 1872. In the 'sixties it was occupying rooms on the Somerset-Street side of the fine old granite mansion house, which in the 'seventies became the Congregational House, and afterward made way for the present Houghton-Dutton establishment. With its occupation of the Somerset-Street quarters it took on the name of Somerset. Earlier it was the Tremont Club, taking that name from its first quarters in a house on Tremont Street opposite King's Chapel Burying-ground. It was an outgrowth of the Temple Club, organized in 1852, and from the first was the "swell" club of the town, drawing in the young bloods and the more mature votaries of fashion. The Temple dated from 1829, and until the establishment of the Union was the Boston club of highest respectability. Among its early presidents were George T. Bigelow, afterward chief justice of Massachusetts, Patrick Grant, John T. Coolidge, Frederic W. Lincoln, the war mayor, Peter Butler. It was fashioned closely after the high-grade London clubs, even to the custom of members keeping their hats on. Its club-house in the 'sixties, on West Street, directly opposite the head of Mason Street, was designed and built expressly for it in the 'fifties when West Street was in the heart, or on the edge, of the genteel residential quarter. It was most conveniently situated close by the rear, or carriage entrance, to the Boston Theatre, so that members could enjoy the combined pleasure of the theatre and of the club between the acts. The Temple still exists, but a shadow of its former self. Its attractive club-house was long since turned over to trade, when it moved to smaller and snugger rooms on Boylston Street. The Temple and the Somerset were purely social clubs, the Union was social with a mission. It was formed, as has been remarked on a previous page, in the critical year of 'sixty-three—in April—by Bostonians of influence and standing primarily to support and sustain the Union cause. It represented more solid qualities than either of the other two clubs. It came early to embrace in its membership the judges of the higher courts, foremost members of the bar, leading merchants. Its first president, as we have seen, was Edward Everett; and among his successors were such representative Bostonians as Charles G. Loring, Richard Henry Dana, Jr., Henry Lee, Lemuel Shaw, son of Chief Justice Shaw, William G. Russell. Its club-house, on Park Street, as we have also seen, was the former residence of Abbott Lawrence. In later years the adjoining residence was taken in, and the combined houses enlarged by the addition of upper stories, making it one of the largest of down-town club-houses. It is most comfortably arranged and a charming old-Boston



THE CLUB-HOUSE OF THE BOSTON ATHLETIC ASSOCIATION
CORNER OF EXETER AND BLAGDEN STREETS

This association is one of the largest of its class in America. In addition to its Boston Club-house, it also maintains an up-to-date boat-house and a well-appointed gun club at Riverside, Newton West

flavor pervades the interior. In its life of fifty years the Union has harbored many men of the highest Boston distinction. Around the Beacon-Park-Streets corner, at the lunch hour, or at five o'clock of afternoons, have passed Bostonians of light and leading who in their successive days have made "the wheels go round."

Until the opening of the 'eighties these three high-bred club-houses sufficed for social Boston. Then, under the impulse of the celebration of Boston's two hundred and fiftieth anniversary in 1880, the St. Botolph was founded as the representative club of the purely professional life of the city, and established itself in the Back Bay, in a house of its own, like that of the Union, the former dwelling of a leading Boston man of affairs—Henry P. Kidder, of the banking house of Kidder, Peabody and Company; and from that time the increase in the numbers of Boston club-houses and clubs was rapid. In 1881 the Boston Art Club built its handsome club-house, the second in the Back Bay quarter. In 1884 two more clubs of the St. Botolph's grade were established: the Tavern, and the Puritan, the latter colloquially called the Somerset, Junior. In 1885 the opulent Algonquin was organized, and on the first Saturday of January, 1886, occupied and "inaugurated" its quite palatial club-house on Commonwealth Avenue, designed, as we have already remarked, by McKim, of McKim, Mead, and White, the architects of the Public Library. In 1888 the Boston Athletic Association, the largest organization of its kind in the country, was established, and occupied its great, thoroughly equipped club-house on Exeter Street, the fourth on the Back Bay. In 1890 came the Elysium Club from the South End to the Back Bay, the representative Jewish club of the City, dating from 1871, its new house on Huntington Avenue provided with all the conveniences and features of the high-class modern club. In 1891, the New Riding Club on the Back Bay, devoted to "good horsemanship," was established. In 1892 the University Club, modelled after the University of New York, was organized, and established in a beautiful Back Bay house, on Beacon Street, the rear overlooking the Charles River Basin, the one-time residence of General Whittier, and afterward of Henry L. Higginson.

With these club-houses, and numerous organizations established in comfortable hired quarters, literary, art, music clubs, indeed every sort known to modern club life, Boston had become before the close of the nineteenth century preëminently a club town. With the opening of the new century the club-houses increased in number and in splendor of appointments, and various new clubs were instituted for the advancement of schemes for the city's welfare together with social purposes. Thus, in the first decade, there started up the Twentieth Century Club, with a club-house on Beacon Hill, Number three Joy Street, a high-spirited association, intensely Bostonish, devoted much to the free discussion and fostering of civic and social reforms at Saturday gatherings, tapering off with the customary afternoon tea or social lunch; and the Boston City Club, a great Boston institution, promoted by citizens "interested in the city of Boston and the problems of its growth," with a club-house on Beacon Hill slope, in one of the few remaining old Boston "swell fronts," at the corner of Beacon and Somerset Streets, and a membership before it had passed its infancy of upward of a thousand. With respect to membership this City Club is unique. As stated on the bronze tablet inserted in the corner-stone of the club's second and present house—the great house on Somerset Street at the corner of Ashburton Place, erected

in its eighth year,—the purpose of its founders was: "To bring together in friendly association as many men as we can, of as many creeds as we can, and thus create new conditions of good fellowship and good citizenship for the service of the city, and also to destroy the class, religious, and racial prejudices which exist when men don't know each other, and which are used by grafters and selfish men to further their schemes to the great harm of the City, the State, and the Nation." With the occupation of the new club-house in 1914, the membership had increased to upward of four thousand, and the house is said to be the largest lunch and dining club-house in the country. Other club-houses established in this first decade were those of the Exchange, a down-town lunch and dining club, the house of dignified architecture on Batterymarch Street, designed and erected for its use; and the Architectural Club, founded in 1880, its house an old-time residence on Somerset Street,



THE RECENTLY ERECTED HOME OF THE BOSTON CITY CLUB, CORNER OF ASHBURTON PLACE AND SOMERSET STREET

Number sixteen, purchased from the New England Historic Genealogical Society in 1910, after the latter's removal to Ashburton Place, and remodelled into one of the most artistic club-houses in Boston.

Meanwhile the women's club-houses were appearing, all tasteful in their furnishings, the richer ones sumptuous. The pioneer, the New England Woman's Club, established in 1868, as we have seen, alone occupied the field, its pleasant rooms at Number five Park Street, till the close of the nineteenth century. Then the Mayflower Club arose, the first purely social

woman's club after the men's model. It was an exclusive organization quietly established on the upper floors of the house on Park Street next below the Union club-house, and it has so remained. The others came with the twentieth century. There were the rich Chilton Club, of high degree, occupying its own house, in the Back Bay, at the corner of Commonwealth Avenue and Dartmouth Street; the College Club, also on Commonwealth Avenue, an organization composed of graduates from women's colleges; the Business



HOME OF THE WOMEN'S CITY CLUB OF BOSTON
40 BEACON STREET — A FASHIONABLE SECTION OF THE CITY

Women's Club, with a house on Bowdoin Street opposite the State House annex; and, the crown of them all, the Women's City Club of Boston, in its own beautiful house on Beacon Hill, in very close proximity to the Somerset Club-house. In the second decade of this twentieth century appeared the Engineer's Club, in the house Number two Commonwealth Avenue; the Tennis and Racquet Club-house, on Boylston Street a block or two below the Athletic Club-house; and the newest note in modern club-house architecture in "The House of the Harvard Club of Boston, built in 1913," as the legend over its portal informs, on Commonwealth Avenue, a few paces below Massachusetts Avenue.

CHAPTER VIII

LITERARY BOSTON

ITS GOLDEN AGE—FAMOUS MEN AND WOMEN WHO HAVE ADDED LUSTRE TO THE CITY'S NAME—SOME BOOKMEN I HAVE KNOWN—OLD AND NEW BOSTON PUBLISHERS AND BOOKSELLERS

WHAT has been termed the "Golden Age of Literary Boston," when Boston was admitted to be "notoriously the literary metropolis of the Union," was the brilliant period, broadly speaking, between the late 'forties and the 'seventies. Then the Boston bookshop was an ideal "bookman's exchange." And for more than half a century the "Old Corner Bookstore," famous in the annals of literary Boston, occupying the corner of Washington and School Streets, was the literary centre.

This does not imply, however, that the ancient shop was the only literary centre. Other bookshops, of similar standing, drew their coteries of literary working folk. The shop of Little, Brown and Company, for example, then on the opposite side of Washington Street north of Water Street, was early the resort of leaders of the Massachusetts bar, as Webster and Choate; of the group of historians and historical writers who made Boston their literary workshop; of Harvard professors; and of what were classed as the solider Boston *literati*. It has been related that for a number of years a little informal club met in Mr. Brown's office daily, at noon, to talk of literary things, and particularly to discuss the merits of new publications. The founders of the house had made it the chief importing and publishing house of "useful and valuable works in every class of literature," and the foremost law book concern in the country. It had succeeded the house of Cummings, Hilliard, and Company,—"The Boston Bookstore" for half a century,—the earlier classical and law bookseller in the town. Little, Brown and Company were among the earliest, if not the first, to import English standard and new works, and place them on the market here at moderate prices. These importations with their inviting prices made a stir in the little cultured town. The house early began the publication under its own imprint of choice foreign works. Thus it introduced its edition of Edmund Spenser in five volumes duodecimo, edited by George S. Hillard. This publication marked a literary epoch. Then followed the notable line of histories; and the famous collection of British poets. The antique bookshops were also a resort of literary folk. At the shop of Samuel G. Drake, sometime on Cornhill, afterward on Bromfield Street, the earliest and most famous of antiquarian publishers or booksellers, and the compiler of the local classic, "The History and Antiquities of Boston from 1630 to 1770," were often to be seen at different times browsing among the old books, Sparks, Hildreth, Bancroft, Everett, Hillard, Starr King, Edwin H. Chapin, and the leading Boston editors—Joseph T. Buckingham, Nathan Hale, George Lunt.

The part that the booksellers and publishers played in the development of Boston's literary life, with their offers and issues of the best literature of the day, was not inconsiderable. They were men, as a rule, of wholesome enterprise, and themselves of culture. There were Phillips, Sampson and Company, who, after an honorable record, and the death of the principals, failed in the first of the 'sixties. With them began the *Atlantic Monthly*. There were Charles Little, James Brown, and Augustus Flagg, leaders in Little, Brown and Company; there were Gould and Lincoln; William D. Ticknor and James T. Field at the "Old Corner"; James R. Osgood; Benjamin Ticknor, second of William D. Ticknor's three sons; Crosby and Nichols, later Crosby, Nichols, Lee and Company; Alexander Williams, the first to introduce the regular sale of foreign journals in America; John P. Jewett and Company, the publishers of "Uncle Tom's Cabin," which Phillips, Sampson and Company declined, fearing its influence upon their Southern trade, much to their after mortification; William Lee, first of Phillips, Sampson and Company, then of Crosby, Nichols, Lee and Company, and finally of Lee and Shepard—Charles A. P. Shepard—in the latter association to acquire a competence; the antiquarian bookshop men: Samuel G. Drake, above mentioned, D. C. Colesworthy, Thomas M. Burnham: Thomas's more widely known and more largely successful son, Thomas Oliver Hazard Perry Burnham; Bartlett and Miles; S. Urbino, importer of German and French publications; A. K. Loring, with his circulating library. And there were Henry O. Houghton, sometime of Hurd and Houghton, founder of the Riverside Press, and later founder of the house of Houghton Mifflin and Company; and Edwin Ginn, to found the great house of Ginn and Company, the largest school and college text book publishing establishment in the country.

The "Old Corner Bookstore" was itself distinguished as the oldest brick building standing in the City. Built in 1712, after the "Great Fire" of 1711, which destroyed most of the property on Washington Street between the Town House, which went down with the rest, and School Street; and it was permitted to remain little changed, with its low gambrel roof, row of dormer windows, and generally quaint exterior, till its abandonment as a bookshop in the early nineteen hundreds. It was first, when transformed from a dwelling to business purposes, an apothecary shop, occupied in 1817 by the father of the good minister, and worthy citizen, James Freeman Clarke. It became a bookshop in 1828, the first proprietors being Carter and Hendee—Robert H. Carter and Charles J. Hendee. William D. Ticknor came into the proprietorship in 1833, with the formation of the firm of Allen and Ticknor. From 1837 to 1844 Mr. Ticknor was alone in its conduct. Then was organized the firm of Ticknor, Reed and Fields. Thus began the long partnership between Mr. Ticknor and James T. Fields, who had entered the shop as a clerk; in 1865, when Mr. Reed retired, the familiar imprint of Ticknor and Fields began to appear on the choice publications of the house. Mr. Fields became the literary partner. His offices in the "curtained corner" at the quiet rear of the shop, and his easy access particularly to literary folk and workers, so different from the exclusiveness of the present-day publisher, was charmingly pictured by George William Curtis in one of his incomparable "Easy Chair" essays in *Harper's Monthly*, which has often been quoted, but will well bear repetition:



THE WIDENER LIBRARY AT HARVARD, ERECTED IN MEMORY OF HARRY ELKINS WIDENER WHO WAS LOST ON THE "TITANIC"

> "Suddenly from behind the green curtain came a ripple of laughter, then a burst, then a chorus; gay voices of two or three or more, but always of one — the one who sat at the desk and whose place was behind the curtain, the literary partner of the house, the friend of the celebrated circle which has made the Boston of the middle of this century as justly renowned as the Edinburgh of the close of the last century, the Edinburgh that saw Burns, but did not know him. That curtained corner in the Corner Bookstore is remembered by those who knew it in its great days, as Beaumont recalled the revels at the immortal tavern. . . . What merry peals! What fun and chaff, and story! Not only the poet brought his poem there still glowing from his heart, but the lecturer came from the train with his freshest touches of local humor. It was the exchange of wit, the Rialto of current good things, the hub of the hub. . . . It was a very remarkable group of men — indeed, it was the first group of really great American authors — which familiarly frequented the Corner as the guests of Fields. There had been Bryant and Irving, and Cooper, and Halleck and Paulding and Willis of New York, but there had been nothing like the New England circle which compelled the world to acknowledge that there was an American literature."

After 1865, when Ticknor and Fields removed to new quarters, on Tremont Street at the south corner of Hamilton Place, the "Old Corner" was wholly occupied by E. P. Dutton and Company (Charles A. Clapp), which firm had had a corner of the shop on the School Street side, dealing in Episcopal publications, till its removal to New York in 1869, where the house is still established. The next occupant was Alexander Williams, removing from his long-time establishment on the opposite side of Washington Street about where is now the *Globe* newspaper office. Shortly after Mr. Williams took into partnership Charles L. Damrell, Henry M. Upham and Joseph G. Cupples, under the firm name of A. Williams and Company. In the spring of 1883 Mr. Williams withdrew and retired from business with a comfortable little fortune, disposing of his interest to his associates. The lineal descendant of the "Old Corner" is the present "Old Corner" on Bromfield Street at the corner of Province Street. Such is the story of this famous bookshop. From William D. Ticknor's time to that of Alexander Williams it remained the chief resort of the Boston literary lights. Emerson coming to town weekly from Concord, for many years invariably called at the "Old Corner," and made it his headquarters. Whipple dropped in almost daily. So did Holmes. Whittier was always to be seen here when in town from Amesbury. Lowell, Trowbridge, Hawthorne after his return from his consulship, Longfellow, were regular frequenters. And Prescott, and Motley after his return from his unfortunate experience with Grant as minister to England. In later years the younger literary workers were accustomed to foregather here: Howells, when a Bostonian, Aldrich, Lathrop, and the rest. Now and then a clever pen-woman was met here: as Nora Perry, the poet, Louisa M. Alcott, Harriet Prescott. When Ticknor and Fields set up their new Tremont-Street establishment, they provided an "author's parlor" in it, which became a favorite gathering place; yet the "Old Corner" held its own to the end of its story.

It was my good fortune when a youth to become acquainted with the local book business, and to come into agreeable association with several of the younger men who were to develop into leaders in the trade; which relation in after years, upon my return to Boston as a regular "newspaper man," ripened into life-long friendships. I had been a pupil in George Fowle's "Monitorial School"—a private school conducted on novel principles, chief of which was putting the boys on their honor in their relations with each other, which occupied in part a quaint old granite-front building at the north corner of Essex and Washington Streets, and vied with Chauncy Hall School, then nearby on Chauncy Place, in games on the Common. Mr. Fowle was

a brother of William B. Fowle, of wider fame, who kept a girls' school, and became well known in the educational world from his numerous school text-books. George Fowle was a kindly, devoted, considerate teacher, but of a melancholy cast from over-sensitiveness by being club-footed. I was supposed to be in delicate health, and in 1859 was withdrawn temporarily from school, and put to work in the bookshop of Crosby and Nichols, then where is now the *Post* newspaper office. I spent the season of 1859-1860 in this shop, performing various duties of boy and junior clerk; and during this period made the acquaintance of these younger bookmen. There was Thomas Niles, a clerk, if I recollect, in the "Old Corner." In the later 'sixties, or early 'seventies, he was to form the firm of Roberts Brothers—strictly, Roberts and brother-in-law, for Roberts married Niles's sister,—and to make an early strike with the publication of Louisa M. Alcott's "Little Women." Subsequently the firm became noted for its excellent choice of English books for reproduction—there was no international copyright then. This choice was always Niles's. He introduced, for instance, to the American reading public, George Meredith. He instituted that famous lot of anonymous novels, all by writers of acknowledged worth, under the general title of "The No Name Series," setting the public to guessing their authors. Roberts contented himself with the conduct of the business end of the concern. He was a shrewd business man, and under his care the house prospered. Both partners died in the 'nineties. Roberts was an Englishman, and a bookbinder by trade; and he first introduced in Boston, if not in America, the rich, substantial half calf and full calf bindings of standard works. There were the Ticknor "boys"—Howard Malcolm the eldest, Benjamin, Thomas. Thomas alone remains. He is today connected with the Riverside Press. There was Charles A. Clapp, the mainspring of E. P. Dutton and Company, with whom my friendship was close during his whole worthy career, in New York as in Boston. He died in New York in the year 1901, but Mr. Dutton still survives. There was John S. Lockwood, who was to establish the extensive bookselling house of Lockwood, Brooks and Company, to flourish some years, and to publish a few books, among them Edwin Lassetter Bynner's first novels, and John D. Long's translation of the Æneid of Virgil. Lockwood became Colonel Lockwood on Governor Long's staff. He was my friend from the first at Crosby and Nichols'; in fact my gentle, though sometimes autocratic "boss" there. While I was in Crosby and Nichols' employ, William Lee came into the firm, and for some reason he took a fancy to me. Our relations in after years, when I was "literary correspondent" for outside papers, particularly the *New York Evening Post*, became quite intimate. Classed with the choicest of my bookman friends was James R. Osgood. A more enterprising, genial, frank bookman than Osgood was rare. Later Mr. Houghton became pleasantly friendly, and his house published my earlier Boston books.

The Boston publishers and booksellers today are fewer in number than fifty years ago. But their influence remains, and authors are gratified to see their books with the Boston imprint. Several young concerns have been established in recent years, with more or less success; but the Houghton Mifflin Company, Little, Brown and Company, and Ginn and Company still lead.

CHAPTER IX

HISTORIC SPOTS IN BOSTON

HER PART IN THE GREAT STRIFES OF THE NATION

BOSTON has played a memorable part in the great strifes that have agitated the British colonies and their successor, the American Union, since the settlement of this part of the New World. First was the struggle with the red aborigines. The isolated site of the old town on its peninsula made it secure in this regard, but in the earlier years the general sense of insecurity natural to a small body of colonies on the fringe of a savage wilderness was shared by the capital of the colony. The menace of savagery had tragic outcomes in towns as near as Medfield and Haverhill, but after the conclusion of King Philip's War there was little apprehension on this score. Then came the great struggle between Great Britain and France for the mastery of North America. The French and Indian War aroused the militant zeal of all New England; Boston stood at the head of these activities, contributing largely to the Colonial troops that so splendidly distinguished themselves in the conquest of Canada. It was the initiative of Massachusetts Bay that resulted in the magnificent triumph of the reduction of the strong fortress of Louisburg on Cape Breton and the conquest of the French possessions that became the British provinces—an enlargement of the British empire that caused no little apprehension in the Mother Country lest the valiant spirit and military capacity thus developed might encourage unwelcome strivings for independence.

These apprehensions proved only too well founded. Oppressive measures instituted by the home government, and the chafing of the colonies under restrictions upon the self-governing activities that so long had been exercised with little restraint, led to the rebellious mutterings steadily increasing for some years previous to the final outbreak at Lexington and Concord in 1775. Then followed the historic siege of Boston. With these beginnings of the epochal struggle that was to have so wide an effect upon the political destinies of the world in shaping the course of modern democracy, Boston took the initiative in the war for American independence.

The love of liberty thus generated, both political and individual, quite naturally made Boston the center of the antislavery movement. This agitation ultimately precipitated the Civil War, which finally cemented the bonds of Union among the sovereign States. Hence from the beginning Boston has stood in the lead of the great new world movements for personal and political freedom that represent America's contribution to modern civilization.

Of all the cities in the United States Boston is the richest in historical associations. These are intimately interwoven with the development of

American institutions and modern progress. Here were chiefly centered the activities that induced the rise of New England to its leading place in American history: the growth of free democratic government upon the foundations laid by the early settlers; the development of religious liberty from the narrow basis of Puritanism into modern freedom of thought; the beginnings of the struggle for popular freedom and American independence; the great antislavery movement whose aims were consummated in the war for the Union. Here were originated epochal inventions and discoveries of infinite moment to mankind—among them the use of sulphuric ether as an anæsthetic, and the telephone. In Boston was installed the first fire-alarm telegraph. The contributions of Boston (including Greater Boston) to transportation history are invaluable. Here was built the first railway in America; here took place the first electrification of a steam-railroad; here was the first great electrification of a street railway; here was the first great unification of a metropolitan transportation system in the United States; here was built the first subway for urban transit in the United States. Here was the first free public school in America. Here were born, or had their homes, many famous persons. These things are commemorated here as nowhere else in this country. Boston's historical associations form one of the great assets of the community, attracting hither every year thousands of visitors from all over the land.

Many historic spots throughout the city have been designated permanently by the placing of bronze tablets; others, as on the Common near Park and Tremont Streets, with more elaborate memorials of stone. The former, for the greater part, are due to the efforts of various patriotic orders: Sons of the Revolution, Daughters of the Revolution, Colonial Dames, the Loyal Legion, and others. In addition, it is customary for the city authorities to mark sites, not permanently designated, with well designed inscriptions on temporary wooden tablets, placed in the summer season for the benefit of the throngs of tourists who come to Boston at that time of year. Another admirable custom recently adopted is to inscribe upon the street-signs for the old highways not only the present name, but below it, in small letters, the former name, or names, of the street. This custom might appropriately be supplemented by the placing of tablets at the beginning of a street with inscriptions reciting the origin of the name—such facts as that Anne Street (now North), for instance, was named in honor of Queen Anne; Lincoln Street for Governor Lincoln; Orange Street (now Washington) for William of Orange; Marlborough Street (now Washington) for the Duke of Marlborough when so famously victorious.

Many of Boston's greatest historic associations are with historic buildings, and the reader will find some of these chronicled under the head of public buildings. The great central historic spot is Boston Common. After the whole Shawmut peninsula had been bought from the Indians and from William Blackstone, the first white settler, the town here laid out a "trayning-field," also used as a pasture until 1830. At about that time the improvement of the Common for recreation began, the iron fence which still largely encloses it having been erected in 1836. The elms of the mall bordering Tremont street, now called Lafayette Mall, were planted in 1728. This mall was lately named in commemoration of the outdoor reception to Lafayette which there took place. It was formerly enlivened by various popular attractions for children and strangers, including a delightful Punch and Judy show.

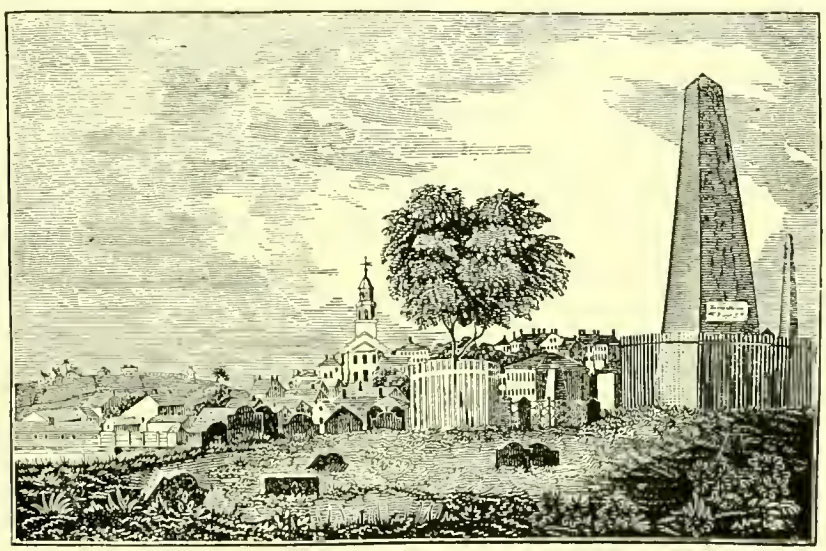
With the passing of these the place has lost its old-time picturesqueness. The banishment of the excellent telescope that so long was a feature here is a real loss as a popular educational feature. Here used to resort various eccentric characters, celebrated in their day. Among them, in the 'sixties of the 19th century, was "Tom-Ri-Jon" with his wife, both eccentrically clad—he with trousers terminating in scallops. Daniel Pratt, "the Great American Traveler," used to hold forth here about his adventures, and "Yankee Doodle," the itinerant cobbler, was wont to lope rapidly along, whistling his titular tune, a pair of boots slung over his shoulder. Another character was a queer old man with long, silvery hair, continentally costumed, and resembling Benjamin Franklin. On the Fourth of July the mall was covered with stands for selling peanuts, pop-corn, pink lemonade, ice-cream, etc. The historic coasting-scenes, the same as when the interference by British soldiers led the Boston boys to make their spirited protest to General Haldeman, were a winter feature well into the 'eighties of the past century, when the growing risks of accident caused its suppression—this time without a syllable of protest. The Common is tame today compared with those times. The public whipping-post and pillory, after their removal from the ancient market-stead at the head of King Street (State Street) before the Town House, were located about opposite West Street. The burying-ground on the Common, the "Central Burying-Ground," established in 1756, contains the tomb of Gilbert Stuart, the famous painter, now marked by a handsome bronze tablet on the fence, placed by the Paint and Clay Club. Near the "Long Walk," from Joy to Tremont and Boylston Streets, celebrated by Oliver Wendell Holmes in his "Autocrat of the Breakfast-Table," and not far from the Frog Pond, stood the "Old Elm" blown down by a winter gale in 1776, which probably antedated the settlement of Boston. It had associations grim, tragic and patriotic. Pirates, murderers, witches and Quakers were hung from its limbs; beneath it duels were fought; in Revolutionary days the Sons of Liberty hung lanterns on it. The sculptured figures for the Army and Navy monument, commemorating the Civil War, on Flagstaff hill, were by Martin Milmore. During the siege of Boston the Common was fortified by the British, their artillery mounted on Flagstaff, then "Powderhouse," hill, and trenches marked what was then the water-front on Charles Street. The troops for Lexington and for Bunker Hill departed from the Common. Earlier, part of the Colonial forces that captured Louisburg and that conquered Quebec, gathered here. In the war for the Union many Massachusetts regiments departed from the Parade-ground.

The Old Granary, established in 1660 as the South Burying-Ground, was originally part of the Common. Its popular name comes from the public granary that stood on the site of Park Street church. Its fence and handsome gateway date from 1840. Before it, on Paddock's Mall, stood the noble English elms cut down in 1873 in spite of vigorous protest by many eminent citizens, including Dr. Oliver Wendell Holmes. The trees were planted by Capt. Adino Paddock, a wealthy Loyalist, in 1782. More eminent persons are buried here than anywhere else in Boston—among them the seven early governors, Bellingham, Dummer, Hancock, Adams, Bowdoin, Eustis, Sumner; Peter Faneuil, Judge Samuel Sewall, Paul Revere, the parents of Benjamin Franklin, the men killed in the "Boston massacre," Robert Treat Paine and John Phillips, first mayor of Boston. The most conspicuous monument

is that to Franklin's parents, dedicated in 1827 with elaborate ceremonies. The inscription was written by Benjamin Franklin himself. Near by are buried most of the Huguenot immigrants to Boston.

King's Chapel Burying-Ground is the oldest of all, dating back to the year of Boston's settlement. Here are buried Gov. John Winthrop and his son and grandson, both Governors of Connecticut, John Cotton, John Davenport (founder of New Haven), and the wife of John Winslow, Mary Chilton the Pilgrim and first woman to land from the "Mayflower."

The Copp's Hill Burying-Ground at the North End, originally called the North, was established also in 1660, like the Granary. Here are buried Increase, Cotton and Samuel Mather, and Edmund Hartt, builder of the frigate "Constitution." The old Roxbury Burying-Ground, at Washington and Eustis Streets, contains the grave of John Eliot, apostle to the Indians and translator of the Bible into their tongue. Here also are buried the colonial Governor, Joseph Dudley, and his son Paul Dudley, a famous chief justice. In the old Dorchester Burying-Ground is the grave of Rev. Richard Mather, father of Increase Mather. In the old Charlestown Burying-Ground on



MONUMENT TO JOHN HARVARD, FOUNDER OF HARVARD COLLEGE

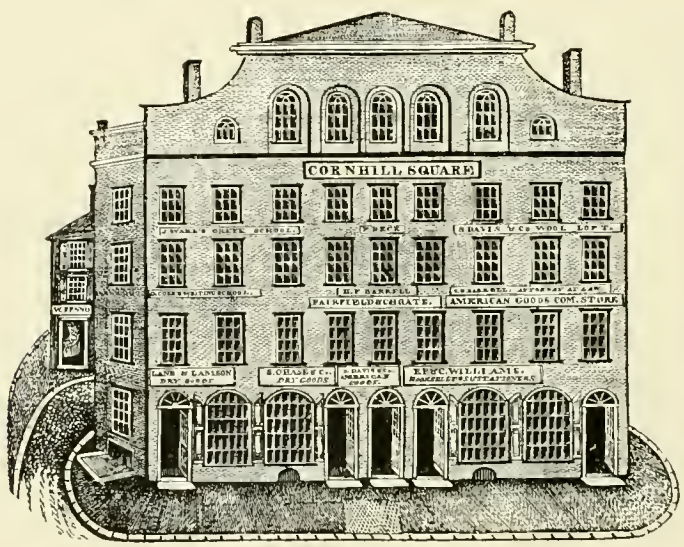
Phipps Street are buried John Harvard, founder of Harvard College, and Thomas Beecher, an original settler and ancestor of the famous Beecher family. In the ancient Bell Rock Burying-Ground at Malden is buried the Rev. Michael Wigglesworth, author of "The Day of Doom," the first poem of note written in the colony.

Among the historic buildings the Old State House, Faneuil Hall, the Old South Meetinghouse, and the present State House, find mention under the head of public buildings. The oldest and most distinguished mercantile building is the famous "Old Corner Bookstore," as described in a previous chapter, a picturesque gambrel-roofed edifice, used as a bookstore since 1828 to within a few years; in their day the resort of the chief men and women of letters in New England's "Golden Age" period. On the site of the Old Corner Bookstore stood the house of Anne Hutchinson. Here she had weekly meet-

ings of women to discuss the Sunday sermons—our first approach to a woman's club.

The most interesting of Boston's ancient dwellings is the Paul Revere house on North Square, a home of the patriot from about 1770 to 1800. It was built about 1676 on the site of Increase Mather's house, burned in the great fire of that date. It has been painstakingly restored to the style of that period, with diamond-paned and leaded windows, and is full of valuable relics.

Many notable old-time buildings still exist in the more ancient quarters of Boston. On Custom House Street, opposite the Chamber of Commerce, stands the old brick Custom House, where the historian Bancroft was collector and Hawthorne was first a measurer of salt and coal and later a weigher and gauger. Around Dock Square, site of the Town Dock, some of the oldest buildings in Boston have only lately disappeared. At the corner of North Street was the extraordinarily picturesque ancient "Feather Store" with its steep gables and stuccoed walls typical of early Boston, surviving into the days of photography.



JOY'S BUILDING, CORNHILL SQUARE

The present Cornhill, originally "Cheapside," dates from 1816; along its crescent lines stand many quaint buildings of that date. On the site of the Old Colony Trust Building on Court Street, then Queen Street, at the corner of Dasset Alley, was where Benjamin Franklin learned his trade in the printing-office of his brother James. Here the latter published the *New England Courant*, the second newspaper in the Colonies. On Brattle Street the Quincy House, an old-time hostelry, stands on the site of the first Quaker meeting-house, built in 1697. Opposite, at the corner of Brattle Square, a cannon-ball fired in the battle of Bunker Hill embedded in its wall, was the Brattle Square church, built in 1773 and demolished in 1871. In Scollay Square the subway station is about on the site of the first free writing-school, established in 1683-1684.

In Court Square, on the site of the imposing new City Hall extension, was the Old Court House of granite, scene of the antislavery disturbances of

1851 and 1854. Here in May, 1854, the Anthony Burns' riot caused the indictment of such men as Wendell Phillips, Theodore Parker and Thomas Wentworth Higginson. Here was the site of the Colonial Prison of 1642, where persecuted Quakers, witches, and Captain Kidd, the pirate, were confined. Hawthorne depicted this prison in "The Scarlet Letter." On Tremont Row stood the house of Gov. John Endicott, built when he moved from Salem. Some of the best early houses were built on the slope of Beacon Hill on the west side of Tremont Street. John Cotton's house was built in 1633 and, next door, that of Sir Harry Vane in 1635. Governor Bellingham's stone house was about on the site of the Suffolk Savings Bank. Here, in 1641, he took Penelope Pelham for second wife and, being magistrate, performed the ceremony himself. This house was succeeded by the fine Faneuil mansion with terraced gardens, and finally, early in the 19th century, the property was merged in the magnificent Gardner Greene estate.

The famous Boston Museum, with its fine company of players, occupied the site of the Kimball Building. Near School Street on Tremont, on the site of the Parker House, was the birthplace of Edward Everett Hale, long Boston's "great citizen." On the site of Tremont Temple stood the old Tremont Theatre (1835), a famous playhouse of that day. Opposite was the Tremont House, built in 1829. At the end of Hamilton Place was the great auditorium of the Boston Music Hall, celebrated in the history of music, and the place of worship for Theodore Parker's Twenty-Eighth Congregational Society. Here was the "Great Organ," then the largest in the world. South of West Street, opposite the Common, the beautiful "Colonnade Row" of fine houses ran as far as Mason Street until business came in. The present Chickering Building, near Mason Street, is practically a duplicate of one of the old units. Near the present Tremont Theatre stood Boston's second playhouse, the Haymarket, built in 1796. The Hotel Touraine is on the site of the Boston home of President John Quincy Adams and birthplace of his statesman son, Charles Francis Adams. On Washington Street, opposite Boylston Street, the building on the site of the famous Liberty Tree, where the Sons of Liberty rallied previous to the Revolution, bears a sculptured commemorative tablet. Adjacent stood the old Liberty Tree Tavern. The Hollis Street Theatre was formerly the Hollis Street Church, built in 1808. Here John Pierpont and Starr King preached. The older church of Revolutionary days had Mather Byles, the witty Tory, for its minister.

On Beacon Street, between Joy Street and Hancock Avenue, stood the fine house of Gov. John Hancock, its site now included in the extended grounds of the State House. At the west corner of Walnut Street is the house where Wendell Phillips was born. Beyond, near the Somerset Club's large granite house, stood the handsome house of John Singleton Copley, the first great Boston painter, built previous to the Revolution, when Copley owned the entire slope of Beacon Hill from Joy Street to the water. Number 55 was the home of William H. Prescott, the historian. At Number 33 was the home of George F. Parkman, who left several million dollars to the city for the maintenance and improvement of the Common and the public parks.

Park Street, opposite the Common, is still mostly occupied by old dwellings remodelled for business purposes. The Ticknor Building, at the corner of Beacon Street, was in part the home of George Ticknor, the historian and publisher. Below is the house of the Union Club, which in part was the residence of Abbott Lawrence, merchant and manufacturer; founder of the

city of Lawrence with its great mills. At Number 4, Houghton Mifflin Co., the publishers, occupy the winter home of Boston's great mayor, the elder Josiah Quincy. Number 2 was the last city home of Motley, the historian.

Eastward on Beacon Street, at the corner of Tremont Place, was the home of Nathan Hale when his son, Edward Everett Hale, was a boy. Nathan Hale, editor of the *Daily Advertiser,* was the leading spirit in the movement for railroads out of Boston and was the chief founder of the Boston & Worcester Railroad.

School Street is so called because here, where a bronze tablet on the City Hall fence marks the site, stood the first house of the Boston Public Latin School, established in 1635; the house built in 1645. Its second building stood opposite, on the site of the Parker House.

On Washington Street, then Marlborough Street, nearly opposite the Old South, was the famous Province House, residence of the Royal governors—a stately building of brick. After the Revolution it continued in use for a time for executive offices of the Commonwealth, including meetings of the Governor and Council. Later it was the theatre of the negro minstrels, Morris Brothers, Pell & Trowbridge. Then it became a hotel and after other transformations its site is now occupied by the Old South Theatre, a motion-picture establishment. A portion of the walls may still be seen on Province Court near where a curious survival of ancient right of way, in the shape of a rather gruesome passage under the buildings, known as "the rat-hole," enters the court. The copper Indian, with drawn bow and arrow, that surmounted the cupola of the Province House, is in the collection of the Massachusetts Historical Society. The house was built in 1667 by Peter Sergeant, a rich merchant, and was bought by the Province in 1715.

Beyond, near Bromfield Street, stood the old Marlborough House. This, with the old Bromfield House on the south side of Bromfield Street, was the headquarters for all the stage-coach lines out of Boston—their arrival and departure rivalling in bustle and excitement a great railway terminal of today. In the archway where the stages entered and left the great central court was long the celebrated "Archway Bookstore," largely in the open air. This archway also led to the hall where the Lowell Institute lectures were long held.

In Spring Lane (named from the circumstance) a bronze tablet on the Winthrop Building (the first steel-frame building erected in Boston) marks the site of "the excellent spring" which caused the Winthrop colony to come over from Charlestown and settle the Shawmut peninsula. The spring still exists, its waters making their way to the sea underground. They were revealed in copious volume when the foundations for the Federal Building near by were excavated in 1870. Near the Old South, on the site of the Old South building, stood the second home of Gov. John Winthrop. After his death here it became the Old South parsonage until its demolition for firewood by the British garrison during the siege.

At the corner of Washington and Milk Streets stands the Old South Meetinghouse, the third great monument of the Revolutionary struggle in Boston. The Old South Church having been organized in 1669 it built its first house on this site; the present church dates from 1729. In the early days New England meetinghouses were used for secular as well as sacred purposes. Boston's town-meetings were often held here for some years previous to the Revolution, the capacity being much larger than Faneuil Hall's in that day. The first meetings of moment were held on June 14 and 15 in relation to the



WASHINGTON ELM AT CAMBRIDGE

CUT ON A LARGE GRANITE BLOCK AT THE BASE OF THE "WASHINGTON ELM" MAY BE READ THE FOLLOWING: "UNDER THIS TREE WASHINGTON FIRST TOOK COMMAND OF THE AMERICAN ARMY, JUNE 3D, 1775"

History has recorded that upon the arrival of General Washington in Cambridge, he took the formal command, under an elm tree, of the American Army, which then consisted of about nine thousand militia encamped on Cambridge Common.

"The Washington Elm" has since become a most venerated relic of Revolutionary days. It has been sung of by our poets and alluded to by our orators.

In olden days it stood on grounds included in the Cambridge Common, but not long since the city authorities devoted to this historic tree, a little court on Garden Street bordering on the Common to the South. Years have shorn it of much of its former majesty, but it still flourishes supported by bands and braces. Every year thousands of pilgrims pay their homage to it as a relic of the days that tried men's souls.

impressing of Massachusetts men for the British man-of-war "Romney." On March 6, 1770, the spirit of the great meetings held in the afternoon and evening in relation to the "Boston Massacre" led to the withdrawal of the British garrison from the town to the castle. Then the meetings in relation to the tax on tea in November and December, 1773, led to the famous "tea-party" of December 16. Through the siege the Old South was used as a riding-school for Burgoyne's light dragoons; a large part of the invaluable New England library of the Rev. Thomas Prince, in the "steeple-room" was used for kindling. In the preceding meetinghouse, a small building of cedar, in 1697, Judge Samuel Sewall, conscience-stricken, confessed contrition for his share in condemning the Salem witches. Only nine years later Benjamin Franklin, born opposite, was baptized on the day of his birth, Jan. 17, 1706—not a long interval between the period of extreme bigotry and the coming of a great exponent of free thought.

When abandoned as a house of worship the Old South was temporarily used for the post office when the latter, in the Exchange Building on State Street, was burned out in the great fire. Its preservation and restoration is due to a movement of citizens instituted in 1876. It was purchased by the Preservation Committee for $430,000, Mrs. Mary Hemenway contributing $100,000. At the preservation meetings lectures, addresses and poems were contributed by Emerson, Lowell, Holmes, Col. Henry Lee and other eminent persons. Emerson made his last public appearance here in a lecture given in behalf of a new coat of paint for the old meetinghouse. This was the last painting; when removed in 1913 to expose the original red of the brick walls smoke had turned the paint to dark gray and black. The building now contains a fine collection of relics of the revolution and of Colonial days. Here are given the "Old South Lectures," including a course for young people, instituted by Mrs. Hemenway.

At No. 17 Milk Street the site of Benjamin Franklin's birthplace is occupied by an ugly iron-front building carrying an inscription with a bust of the philosopher and statesman. On the Federal Building, at the corner of Milk and Devonshire Streets, the fact that that edifice served to check the great Fire of 1872 is commemorated by a tablet placed by the Sons of the Revolution where the granite, chipped and defaced by the heat of the fire, still attests the fact.

At the northwest corner of Federal and Franklin Streets stood Boston's first playhouse, the Federal Street Theatre, designed by Bulfinch and erected in 1794. On the southeast corner stood the famous Federal Street Church, organized as a Presbyterian Church for the Irish immigrants and in that day popularly called "the Irish church." With William Ellery Channing as minister from 1803 to 1842 it became the cradle of the great Unitarian movement within New England's Congregationalism, thence leading to transcendentalism and other phases of religious radicalism.

The building in which the first office of William Lloyd Garrison's epoch-making organ of the antislavery movement, the *Liberator*, started in 1831, stood at the corner of Congress and Water Streets. A tablet marks the site.

Fort Hill, one of the three elevations that gave Boston its first English name, "Trimountaine," commemorated in "Tremont Street" and "Tremont Row," rose where High, Pearl and Oliver Streets now run. The hill was named from Boston's first fort, erected here in 1632. In the second fort built here Governor Andros was sheltered when he fled from the insurrection



CHRIST CHURCH

Oldest church edifice now standing in Boston. The corner-stone was laid in April, 1723.
The signal lanterns of Paul Revere displayed in the steeple of
this church April 18, 1775, warned the country of
the march of the British troops to
Lexington and Concord

caused by his tyranny. The hill was long a high-class residential section; when levelled in 1867-1872 it had become a slum. As late as 1872 a bridge carried High Street across Oliver Street, excavated at its present level. Fort Hill Square is now many feet below its original level.

At the foot of Fort Hill, where Atlantic Avenue now runs, was Griffin's Wharf, the scene of the "Boston Tea-Party." Here three ships, laden with tea, were emptied of their cargoes, 342 chests. The story is recited on a tablet on the building on the corner of Pearl Street.

The North End has many historic sites and still not a few old landmarks. Hanover Street, its central thoroughfare, named for the royal house of Hanover, was in its upper part the center of the great shopping district of sixty years ago. On Union Street, then Green Dragon Lane, stood the most famous of Boston's old inns, the Green Dragon Tavern, its site marked at No. 81 by a stone copy of the old sign of a dragon in copper. A hall here was the first lodge room of Freemasonry in America; St. Andrew's Lodge was organized here in 1752, and in 1769 the mother grand lodge of the New World, the Grand Lodge of the Province of Massachusetts Bay— Dr. Joseph Warren the Grand Master and Paul Revere among the other officers. Freemasonry played a great part in the secret councils of the leaders of the Revolution, the greater number of whom belonged to the order, and here at the Green Dragon they planned their operations. The "North End Caucus," a patriot organization, at first chiefly composed of the numerous caulkers in the shipyards, had its meeting-place here and originated the political term, "caucus." The Green Dragon, established about 1680, existed till the widening of the street caused its demolition, some time after 1820.

In the widening of Hanover Street, late in the 'sixties of the 19th century, was included the site of "The Sign of the Blue Ball," near the corner of Union Street: Benjamin Franklin's boyhood home, the chandler-shop and dwelling of his father. Marshall Street, originally Marshall's Lane, makes a short cut from Hanover to Union Street. Here, at the corner of Creek Lane is a curious relic inscribed "Boston Stone, 1737," part of a paint-mill brought from England about 1700. Creek Lane led to the ancient "Mill Creek" that connected the old tidal "Mill Pond" formed by a dam at Causeway Street with the harbor near Dock Square. At the corner of Marshall and Union Streets stands a quaint brick building. Here, in the shop of Hopestill Capen, Benjamin Thompson of Woburn, afterwards Count Rumford, was a clerk. Upstairs was printed the *Massachusetts Spy* when the Revolution broke out. Later it became the *Worcester Spy*.

Salem Street was Green Lane, a fashionable residence street, in the early days. At the corner of Stillman Street the First Baptist Church was erected in 1679. Part of Prince Street was Black Horse Lane, leading to the Charlestown ferry. Number 130 was the Stoddard house where Major Pitcairn, wounded at Bunker Hill, is said to have died. Prince Street leads eastward to North Square, the centre of the Italian quarter. On the North side of the square stood the original Old North Church, pulled down by the British for fuel during the siege. The Second Church, organized in 1679, worshipped here. Its first meetinghouse was burned in 1676. Here the three Mathers, Increase, Cotton and Samuel, were successively the ministers. After the Revolution the society bought the "New Brick Church," now the Roman Catholic St. Stephen's, on Hanover Street. The Italian church on the east side of North Square was originally the Sailor's Bethel where "Father

Taylor" (Rev. Edward T. Taylor), a natural orator, held forth with famous effect. He and Theodore Parker were intimate friends, despite wide diversities in faith.

Garden Court Street, near by, perpetuates with its pleasant name the traditions of the beautiful garden where Gov. Thomas Hutchinson was born, and lived until his exile, in a stately house of brick. Here he wrote his "History of Massachusetts." The house was mobbed and sacked in the Stamp Act riot on the night of Aug. 26, 1765. On Garden Court Street also stood the Clark-Frankland mansion, celebrated in fiction by Cooper in "Lionel Lincoln" and by Bynner in "Agnes Surriage." Built by William Clark, a merchant, it was later the home of Sir Harry Frankland.



THE CONCORD BATTLE FIELD AND THE BOULDER RETAINED AS A MEMORIAL TO THE "MINUTE MEN" WHO PARTICIPATED IN THAT EARLY STRUGGLE

Christ Church, on Copp's Hill, built in 1723, for the second Episcopal church in Boston, is the oldest in Boston. It is now known as the "Old North," although the original "Old North" was in North Square. It is commonly accepted that the lanterns to warn Paul Revere on the night of his famous ride to Lexington and Concord, April 18, 1775, were hung in this belfry, but Frothingham and other authorities claim the distinction for the latter. General Gage is said to have watched the battle of Bunker Hill from this belfry. Christ Church chimes, hung in 1744, are the oldest in Boston. The church, within and without, has been carefully restored to its ancient aspect. Among many valuable relics treasured here is Houdon's bust, the first memorial likeness of Washington set up; also silver vessels for communion presented by George II in 1733. Near by, at Salem and Sheafe Streets, is the dwelling of Robert Newman, the sexton who is said to have hung the

lanterns for Revere. On Sheafe Street was the birthplace of the author of "America," the Rev. Samuel F. Smith. Hull Street was named for John Hull, who made the Pine Tree shillings. The Galloupe house here dates from 1722; it was the headquarters of Gage's staff during the battle of Bunker Hill.

The granting of the Province charter of 1692 is commemorated in the name of Charter Street, changed from "the Green lane" in 1708. At Charter and Salem Streets, west corner, stood the brick mansion built by Sir William Phipps, the first royal governor of the province, who began as a ship-carpenter. The Colony charter is said to have been hidden for safeguarding, in 1681, in the house of John Foster at Charter Street and Foster Lane (now Foster Street). Paul Revere's last home was at what is now Revere Place, off Charter Street near Hanover. On the water-front, North Battery wharf, with Battery Street near by, indicates the site of the old battery. The South Battery was at the foot of Fort Hill, the Y-shaped thoroughfare called Batterymarch indicating the neighborhood. Next to North Battery Wharf is Constitution Wharf, which appropriately names the site of Hartt's shipyard, where were built the famous frigate "Constitution" (*Old Ironsides*) and also the frigate "Boston."

From the North End we cross to what is now the oldest section of Boston,—for Charlestown, founded in 1629, was the original settlement, antedating Boston by about a year. The first houses were clustered about what is now City Square. Here Boston was given its name in the "Great House" of the Governor, on the west side of the square, on Sept. 17, 1630; near by, to the north, dwelt John Harvard. Close by, under an oak tree, the First Church of Boston was organized. Town Hill, a slight elevation to the westward, was crowned by the "palisadoed fort" of 1629. On Main Street, just beyond the Thompson Square station of the Elevated, Samuel Finley Breese Morse, inventor of the electric telegraph, was born on April 27, 1791. His father, the Rev. Jedidiah Morse, was minister of the Charlestown First Church and author of the first geography of the United States. All Charlestown was burned in the battle of Bunker Hill; this large wooden house was the first built after the fire. The battle took place on Breed's Hill, a shoulder of the much higher Bunker Hill. The famous monument stands at the southeast corner of the Continental fortification, which was about eight rods square. The corner-stone of the monument was laid by Lafayette in 1825 and the great obelisk was finished in 1842.

Returning to Shawmut peninsula we find the Old West End, lying between Beacon, Tremont, Court, Green and Leverett Streets, rich in historic associations. On the west slope of Beacon Hill, long the "Copley Farm," was the home of William Blackstone, or Blaxton, the first settler. When the "Hancock pasture" was bought for the site of the new State House in 1795, a land syndicate, organized to develop the Copley property, laid out the various streets. Later it was attempted to rename Beacon Hill as "Mount Vernon"; hence Mount Vernon Street, originally Olive Street. Joy Street was first named Belknap Street. The north slope of the hill, long a negro quarter, has now a Jewish population. The brick meetinghouse on Smith's Court, erected for the First African Church in 1806, has become a synagogue. At No. 59 Mount Vernon, distinguished by its classic marble doorway, was the last home of Thomas Bailey Aldrich, the poet. William Ellery Channing lived at No. 83.



BUNKER HILL MONUMENT
COMMEMORATING THE BATTLE OF BUNKER HILL, JUNE 17, 1775

The monument was begun in 1825, on the anniversary of the battle, when the corner-stone was formally laid by Lafayette. Daniel Webster delivered the oration.
In the great throng that gathered on this occasion
were a few survivors of the battle

Louisburg Square is the counterpart of a typical old London square. At No. 10 was the Boston home of Louisa M. Alcott; A. Bronson Alcott, her celebrated father, died here in 1888; her death followed the day after his funeral. At No. 20 Jenny Lind became Mrs. Goldschmidt. At No. 4, William D. Howells, when editing the *Atlantic*, had his first home in the city; other homes of his were on Sacramento Street, Cambridge; in Belmont on the hill; in Boston again at No. 302 Beacon Street; and last, early in the 'nineties, at the Abbottsford on Commonwealth Avenue.

Pinckney Street is rich in literary associations. Number 11, where Miss Alice Brown now lives, was long the home of Edwin P. Whipple, essayist and lecturer. At No. 20 the Alcott family lived in the 'fifties; at No. 54, and later at 62, lived George S. Hillard, editor and author; at 84 was the first Boston home of Aldrich.

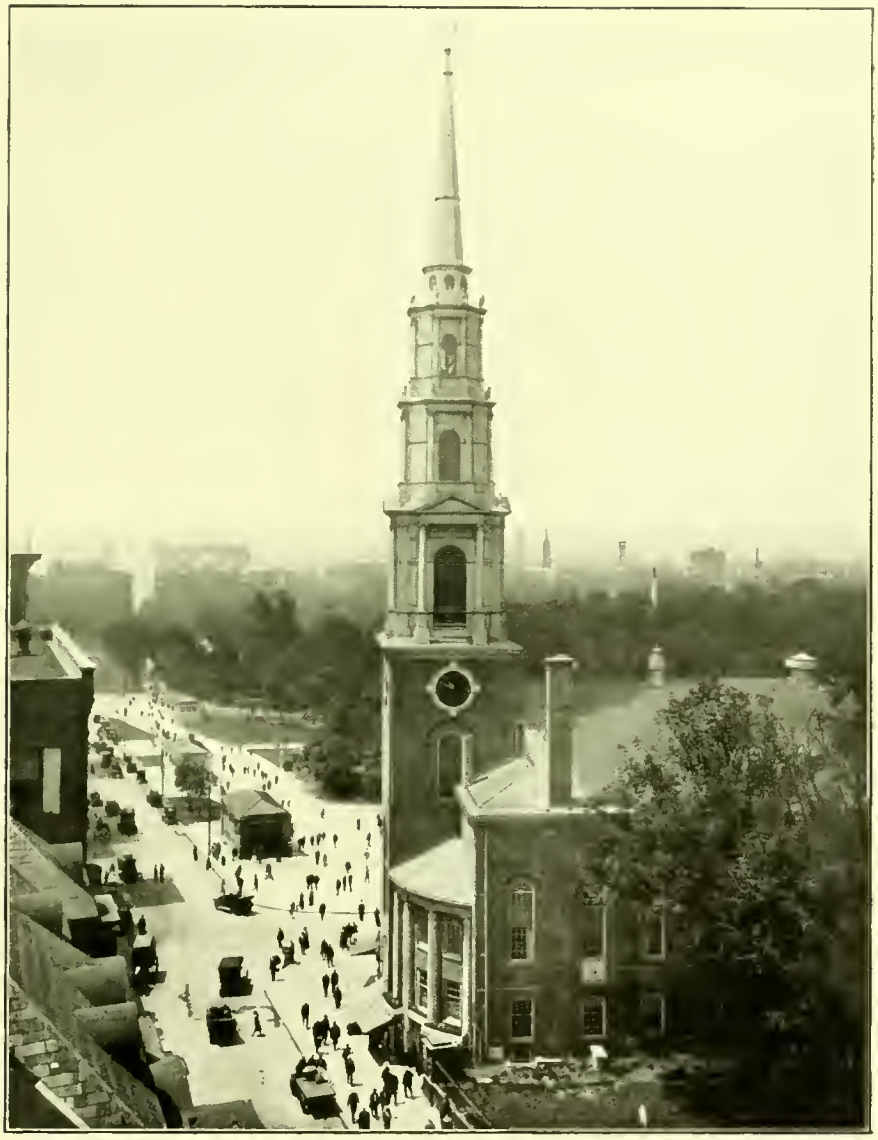
On Chestnut Street, at No. 50, was the city home of Francis Parkman, the historian; that of Richard Henry Dana, Sr., the poet, was at No. 43; Edwin Booth, the actor, long lived at No. 29; at No. 13, the home of the Rev. John T. Sargent, the famous Radical Club, of the 'seventies and 'eighties, was organized by Mrs. Sargent—meeting there and also at times at the home of Rev. Dr. Cyrus A. Bartol (minister of the old West Church) at No. 17. Few occasions ever drew together so many of New England's intellectual lights; Emerson, Whittier, Longfellow, Charles Sumner, Wendell Phillips, David A. Wasson, John Weiss, Col. T. W. Higginson, John Fiske, Julia Ward Howe (who once also lived at No. 17), Edna D. Cheney, Nora Perry, Louise Chandler Moulton, and many others hardly less known, were often seen here together.

On Walnut Street, at the head of Chestnut, a modern house stands on the site of Motley's boyhood home, and Parkman once lived at No. 8 Walnut.

Charles Street has now lost its old-time residential prestige. Oliver Wendell Holmes long lived at 164, James T. Fields at 148, and T. B. Aldrich for a few years at 131. The death of Mrs. Fields, late in 1914, closed this chapter, and the beautiful home, where more persons of literary distinction (among them Dickens and Thackeray) had enjoyed American hospitality than any other in America, was dismantled. Sarah Orne Jewett and Louise Imogen Guiney were often Mrs. Fields' companions here. It was on Charles Street that Dr. Holmes wrote some of his most important work, including "The Professor at the Breakfast Table" and "Elsie Venner."

Beyond Cambridge Street, fronting on Blossom, we come to the Massachusetts General Hospital, its main building designed by Bulfinch. Here the first surgical operation under the influence of sulphuric ether was performed by Dr. W. T. G. Morton in October, 1856—the event commemorated by the "Ether monument," with J. Q. A. Ward's group of "The Good Samaritan," on the Public Garden. In the old Harvard Medical School building on North Grove Street Dr. George Parkman was killed by Prof. John W. Webster in 1849.

At the corner of Lynde and Cambridge Streets is Lowell Square, faced by the handsome old West Church, now the West End branch of the Public Library. It dates from 1808. Here Dr. Charles Lowell, father of James Russell Lowell, was long the minister. With the death of Dr. Bartol, its



HISTORIC OLD PARK STREET CHURCH. AND ITS BEAUTIFUL SURROUNDINGS. THE COMMON, THE HEART OF BOSTON BEYOND. IT IS MARKED AS THE PLACE IN WHICH "AMERICA" WAS FIRST PUBLICLY SUNG

last minister, the congregation was dissolved. The original West Church, on the same site, was a Revolutionary landmark; its steeple was removed because signals were thence made to Washington's camp in Cambridge.

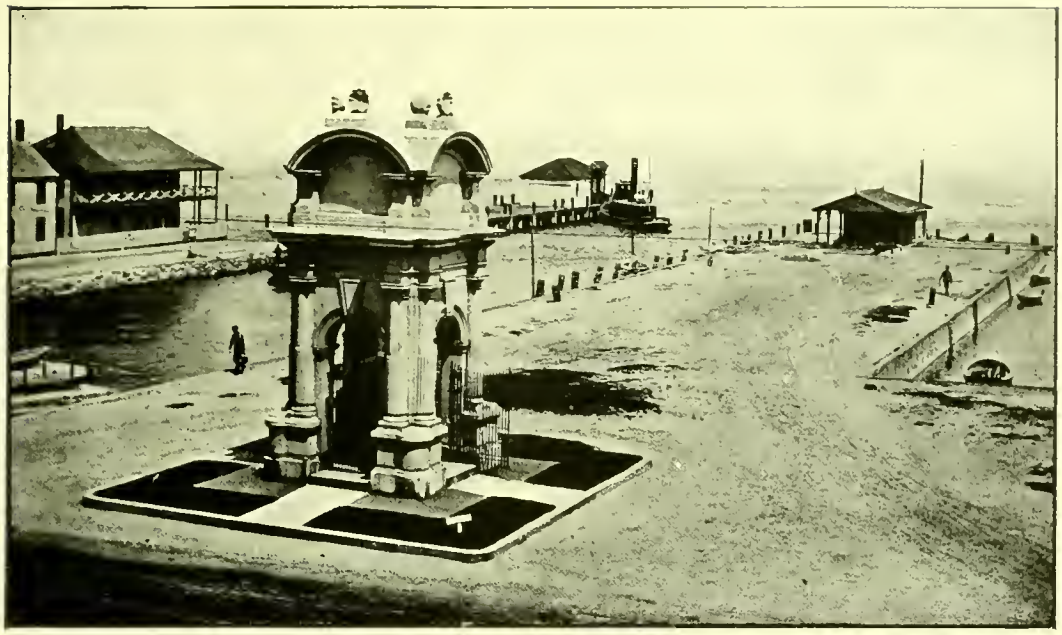
Even the Back Bay, the youthful quarter of Boston, has its historic associations. Number 296 Beacon Street was the last Boston home of Dr. Oliver Wendell Holmes, associated with his writing of "The Poet at the Breakfast Table" and other of his latest works. In the rear of the house on the Esplanade stands the modest Holmes memorial. At No. 302 Beacon Street, also on the waterside, Howells lived for some years. Here "Mark Twain" was often his guest; one day the two saved a poor woman from drowning herself in the river back of the house. At 241 Beacon Street was the last Boston home of Mrs. Julia Ward Howe.

Its many institutions of learning have long made the Back Bay the "Latin quarter" of Boston. The removal of the Massachusetts Institute of Technology to Cambridge closes a great chapter of this life, begun more than fifty years ago. The handsome Rogers building, in particular, is rich in traditions. Here, in Huntington Hall, the free lectures of the unique Lowell Institute have long been held; in its courses many of the world's most eminent men in science and letters have appeared—among them Alfred Russel Wallace, associated with Darwin as an independent originator of the theory of evolution through natural selection. On Copley Square the Copley-Plaza Hotel occupies the site of the first building of the Museum of Fine Arts, dating from 1876.

Taking the tunnel for East Boston we find ourselves in Maverick Square, named in honor of the first European settler of Noodle's Island, Samuel Maverick, who was living there contemporary with the settlement of Boston in 1630. The site of his fortified house is unknown. Belmont square on Camp Hill marks the site of a Revolutionary fort. In East Boston the great ship-building traditions of Boston were continued down to days when iron and steel replaced wood in ship-construction. Almost the entire water-front of the island on Mystic River and Chelsea River was occupied by ship-yards, and till after the Civil War the sound of hammers and mallets rang out over the water. Here were built many famous ships, including the "Great Republic," the "Great Admiral" and others celebrated in all ports of the world.

To reach South Boston we shall soon be taking the Dorchester subway extension of the Cambridge subway and Beacon Hill tunnel, leaving the train within a few minutes' walk of Dorchester Heights, or Telegraph Hill, where stands the marble monument, appropriately designed by its architect, Robert S. Peabody, in the style of a Colonial church tower. This is the "Evacuation monument," commemorating the evacuation of Boston by the British on March 17, 1776, forced by the secret fortification of this hill-top over night by the Continental Army, thus commanding Boston by artillery fire. This terminated the first chapter in the struggle for American independence and transferred the seat of war to parts outside of New England —with the exception of Vermont.

Another historic feature of South Boston is the original home of the Perkins Institution for the Blind, founded in 1829 by Dr. Samuel G. Howe. The building, on a sightly eminence near City Point, was originally a hotel —a feature of South Boston's early development as the "court end" of



PLYMOUTH ROCK. LANDING PLACE OF THE PILGRIMS IN 1620



THE LAFAYETTE MALL AND TREMONT STREET, IN THE HEART OF THE BUSINESS SECTION OF MODERN BOSTON

Boston. Celebrated among the students here have been Laura Bridgman and Helen Keller.

Keeping on to Dorchester we find the site of the town's original settlement in the neighborhood of Edward Everett Square, accessible by way either of Columbia Road or Massachusetts Avenue. The Dorchester colonists had their port at the shallow "Old Harbor." Near Edward Everett Square is the site of the first free public school established in America. The typical old Colonial structure on Meeting House Hill is the home of the Dorchester First Church, organized in 1831. At Lower Mills on the Neponset River the manufacture of chocolate in the United States began in the eighteenth century.

The Roxbury district has numerous historical features. Here was the home of John Eliot, the apostle to the Indians. On Eliot Square is the old meetinghouse of the First Church in Roxbury, whose minister John Eliot was for over 40 years. Not far away, near Highland Street, were the Roxbury forts of Revolutionary days. The site of one of these is marked by the minaret-like water tower on Highland Park. These two forts, built by Gen. Harry Knox, were important features of the invasion of Boston at the siege. At 39 Highland Street was the home of Edward Everett Hale for many years, and until his death. Here also on Highland Street was "Rocklands," the home of William Lloyd Garrison. On Warren Street, shortly after leaving the Dudley Street terminal of the Elevated, we come to the site of Gen. Joseph Warren's home, marked by a tablet; opposite stands the fine Warren statue modelled by Paul Bartlett. Kearsarge Avenue commemorates the fact that the commander of the destroyer of the "Alabama," Rear Admiral John A. Winslow, had his home there. Near by is the Roxbury Latin School, an endowed, but not public, institution, founded in 1645. Warren became its master when only nineteen years old.

Weld Hill, in the Arnold Arboretum, was selected by Washington as a point to fall back upon in case of necessity at the siege of Boston. His favorite resting-place while conducting the siege was the old Peacock Tavern at the corner of Centre and Allandale Streets, opposite the Arboretum. Hancock, when governor, also came out to live in the country at this tavern.

The limitations of space forbid us to consider here the almost equally numerous historic features of Greater Boston to be seen beyond the municipal limits.

CHAPTER X

BOSTON'S PARK SYSTEM

THE MOST SCIENTIFIC AND ARTISTIC SYSTEM OF PARKWAYS OF ANY CITY IN AMERICA—THE FAR-FAMED BOSTON COMMON AND THE PUBLIC GARDEN—FRANKLIN PARK—THE ARNOLD ARBORETUM—THE RIVERWAY AND THE FENS

BOSTON'S park system is justly famed as the most comprehensive, the most scientifically and artistically planned, series of pleasure-grounds and parkways possessed by any city in America, and perhaps in the world. This system comprises the important municipal open spaces of the inner city, together with the great metropolitan parks and parkways later developed in the interest of the entire cluster of cities and towns comprised in the Metropolitan Districts, or Greater Boston. It furthermore includes the local pleasure-grounds established by the various municipalities outside of Boston.

Yet of all great American cities Boston was one of the latest to awaken to the importance of a system of parks in the modern sense. Hence in its large aspects the actual beginnings of the modern park system date back less than forty years. There is a very natural reason for this. Until the creation of Central Park in New York as the first great American park in the sense accepted today, Boston Common was the largest public pleasure-ground belonging to any city in the country. The city was comparatively small in those days; the open country, with the exceptionally beautiful suburban communities roundabout, was easily accessible for rural enjoyment. The need for public recreation grounds was therefore but little felt. When the desirability of parks, in the sense of New York's Central Park, Brooklyn's Prospect Park, and Philadelphia's Fairmount Park, was suggested here it was common to say: "But Boston does not need parks; look at our suburbs! They are parks in themselves."

Early in the 'seventies of the nineteenth century the rapid changes in the suburbs caused by the expansion of the city and a progressive obliteration of many charming passages of rural landscape made increasingly evident the importance of doing something. Accordingly an act for the establishment of a park system was passed and submitted to the voters of Boston in the year 1874. This failed of acceptance; the decisive voice against it was given by the recently annexed Dorchester district. It was feared in Dorchester that the principal park would not be within the limits of that district. In 1875 an act creating a board of three park commissioners with comprehensive powers of taking land and of administration was passed and was duly accepted by the voters at a special election on

June 9. On July 6 T. Jefferson Coolidge, William Gray, Jr., and Charles H. Dalton were appointed the first Boston park commissioners. The second report of the board, submitted in 1876, was mainly devoted to an elaborate, carefully studied and strikingly comprehensive park scheme comprising two systems, urban and suburban: "the former having waterfronts on the harbor and the river (Charles) with intermediate parks, the whole designed mainly with reference to the public health, but valuable also for the daily pleasure of the citizens; the latter, selected more with reference to the recreation of the people, will also, as the city grows, become essential to the health of the population then living in their vicinity."

This plan corresponded in a considerable degree with an admirable report made in connection with the act that had failed in 1874. While not then entered upon as a general scheme it proved largely prophetic. Certain features of it became impracticable under changed conditions; others were taken up one after the other, piecemeal; others, though always regarded as cardinal features, were not considered until comparatively recently. Such was the Charles River Basin—held at the outset to be of prime importance, but for a generation laid aside in favor of other features.

The realization of the new park system began with the establishment of the "Back Bay Park" (now the Fens), Marine Park in South Boston and Wood Island Park in East Boston. A park on Parker Hill together with a "Jamaica Parkway" running beyond to Jamaica Pond was originally contemplated in connection with the Back Bay park; also a park at Jamaica Pond, a "West Roxbury park," and a "Brighton park" in what is now known as the Aberdeen district. These, together with a proposed park at Savin Hill and one on the South Bay, were deferred until the necessary appropriations might be made.

The inadequacy of designs submitted for the Back Bay park led to a consultation with Mr. Frederick Law Olmsted, whose creation of Central Park had founded a new era in public parks. The result was that Mr. Olmsted was induced to undertake the designing of the entire park system. He accordingly took up his residence in Brookline and lived there the rest of his life. It was the influence of Prof. Charles S. Sargent, of the chair of arboriculture at Harvard University, that brought this about, and thenceforward the public-spirited activities of Professor Sargent, quietly exerted in various ways, were one of the most potent factors in the shaping of the Boston park system.

The Back Bay Park project was primarily an engineering problem, dealing with the grave sanitary questions growing out of the pollution of tidal flats and the heavy floods from Stony Brook. The stench from the Back Bay flats had become intolerable; had they not been effectively dealt with the entire Back Bay district, the "court end" of Boston, would have degenerated to a slum quarter. The park-improvement proved its salvation, and a heavy assessment, covering a large proportion of the cost, was laid upon Back Bay real estate in the shape of a betterment tax amounting to $431,972. The plan adopted represented an engineering project made attractive by landscape treatment. The engineering features were devised by Mr. J. P. Davis, the city engineer; and Mr. Olmsted was the author of the original and strikingly appropriate landscape design. The waterway, designed to receive the overflow of Stony Brook in time of freshet, was made to simulate a tidal creek of the sort common in New England coast scenery, meandering

through marshes between upland banks. Mr. Olmsted found his prototype in the scenery then presented by the valley of Muddy River in Brookline, between Chapel and Longwood railroad stations. He aimed to produce the effect of a natural piece of coast-scenery that had somehow been preserved while the great city grew up around it. Although developed from a basis of noisome tidal flats, the illusion was perfect. Two large basins with salt-marsh levels and banks covered with trees and shrubbery were constructed to receive the flood-waters of Stony Brook. With the overflow coincident with flood-tide in the harbor, the basins took care of the freshet water until the tide receded. It happened repeatedly that Stony Brook was thus prevented from overflowing its banks and damaging adjacent property to the extent of millions for which the city would have been held responsible. The creek, or "Fen-water," was kept brackish with a rise and fall of about two feet under the



FEEDING THE DUCKS IN FRANKLIN PARK

regular sea-tides. Conditions have now been radically changed by the construction of the Charles River Basin and the consequent conversion of the Fenwater from brackish to fresh. Hence the original function of the improvement has been dispensed with.

The Fens, as now called, became the first link in the great parkway which was laid out between the Charles River Basin and Franklin Park, with an exquisite diversity of landscape charm marking its course. This parkway was unique when created: the first of its type ever constructed. The name, "the Fens," characteristic of its tranquil marshland scenery, was suggested by Mr. Olmsted, who also originated the appropriate names for the other features of the parkway chain: "Charlesgate," between the basin and Boylston bridge; "Fenway"—Boylston bridge to Brookline Avenue; "Riverway,"—Brookline Avenue to Tremont Street; "Jamaicaway,"—Tremont Street to Pond Street near Jamaica Pond; "Arborway"—Pond Street to Franklin Park.

These other features of the chain along the great parkway were gradually developed. First, the grand objective, the park in West Roxbury, was established as the dominant feature of the whole system. The name "Franklin Park" was given with the idea that the Franklin fund, established by

Benjamin Franklin for some public benefaction in Boston, might become available for its improvement. This proved unnecessary, however; ample appropriations had meanwhile been made. The park has an area of 520 acres.

The Arnold Arboretum and Bussey Park is the second largest feature of Boston's municipal system, having an area of 222 acres. It was established as a public pleasure-ground through co-operation of the City of Boston with Harvard University. The university had established the Arboretum in accordance with the bequest of James Arnold of New Bedford, who left $100,000 for the purpose. Lands owned by the university adjacent to the Bussey Institute, Harvard's school for agricultural research, were set apart for the purpose, and Prof. Sargent was made director. By agreement



THE AVIARY IN FRANKLIN PARK, A PLACE OF GREAT INTEREST TO VISITORS

between the university and the city the property was taken for park purposes by right of eminent domain and then, with the exception of the roads and walks, as planned by Mr. Olmsted, were leased to the university for 999 years. Under the guidance of Prof. Sargent the Arboretum has developed into the greatest tree-museum in the world. Every known species of tree or shrub that will thrive in the Boston climate is to be found here. Expeditions to China and other parts of the world have been sent out by the Arboretum and invaluable collections have been made. The Arboretum has enriched incalculably the horticultural resources of the United States by the introduction of new varieties and species of trees and shrubs. The arrangement and classification of species in strictly scientific sequence has been accomplished with extraordinary success; the effect has no suggestion of formality; a purely natural impression entirely in keeping with the landscape charm of the place. A famous feature is Hemlock Hill, its growth of hemlocks the only survival of the primeval forest within the limits of Boston. It is a remarkably beautiful element in the landscape. Spectacles worth long journeys to see, and comparable with the Japanese sights when the cherries, plums and other species come into bloom, are to be witnessed every year in the Arboretum when the lilacs, the mountain laurel, the apples, the cornel, and other blossoming shrubs or trees are in flower. The Arboretum Museum, a simply and attractively designed building of brick, stands near the main entrance from

the Arborway. It contains important botanical collections, including an invaluable herbarium.

The great Parkway chain begins in the heart of the city at the Public Garden, Commonwealth Avenue having been transferred to the park department in 1894. The parkway runs about six miles from this point to Franklin Park. Commonwealth Avenue, 200 feet wide, or 240 feet from house to house, was designed by Arthur Gilman, the architect, as the central feature of his plan for the Commonwealth lands on the Back Bay.

The Riverway, the third feature of the Parkway, gets its name from Muddy River (now a misnomer, its conversion from a salt and tidal creek having made it a clear stream of fresh water). The Riverway landscape has a suggestion of old England in its picturesque charm, particularly in passages through Longwood, where the fine tower of Sears Chapel is a landmark. Muddy River gave to Brookline its original name of "Muddy River Hamlet," and the town's present name is said to have originated in the fact that here the boundary between the town and Boston was a "brook-line." The fine



THE PUBLIC GARDEN—WASHINGTON STATUE

stone bridges in the Riverway, designed by Shepley, Rutan & Coolidge, are a notable feature. The Riverway, like the Fens, originated in a sanitary improvement. The pollution of Muddy River by sewage threatened a nuisance. Legislation having been secured authorizing adjoining municipalities to cooperate in the establishment of parks, Boston and Brookline joined in carrying out this improvement.

The Parkway section between Tremont Street and Perkins Street, including Jamaicaway, was at first called Leverett Park; that including Jamaica Pond, Jamaica Park. On the death of Mr. Olmsted the park commission, at the suggestion of Professor Sargent, combined the two parks under the name of Olmsted Park, in honor of his memory. Olmsted Park has its own distinctive landscape quality. In the valley between Jamaica Pond undulating slopes rise from three minor pieces of water connected by a brook that was formerly the outlet of Jamaica Pond: Leverett, Ward's and Willow Pond. Then above, just beyond Perkins Street, lies Jamaica Pond, an uncommonly beautiful sheet of water, with its irregular shore line; it is sixty-five and one-half acres in area and is the largest piece of fresh water within the municipal limits. It was the source of Boston's first water supply. On the south side is the home of Francis Parkman, the historian; a fine monument

to Parkman, designed by Daniel C. French, stands where Parkman, a devoted horticulturist, used to cultivate his roses and irises. On the north side is Pine Bank, long the home of Commodore Perkins of the navy. The handsome homestead is now occupied by the Children's Museum.

Beyond Franklin Park the Parkway route is continued through Dorchester and South Boston to Marine Park and City Point by way of Columbia Road and Strandway—the latter running along the interesting South Boston shore of Dorchester Bay and taking in the largest yachting rendezvous in the United States. Hundreds of pleasure-craft, large and small, have their moorings here, their owners largely members of the several yacht-clubs along Strandway.

Marine Park is immensely popular, thousands coming hither on every pleasant day through the open season to enjoy the sea air, the bathing and the boating. Pleasure Bay is enclosed between the great pier and Castle Island. The Headhouse at the pier, designed by the distinguished architect, the late Edmund M. Wheelwright, was suggested by the handsome German government building at the Chicago World's Fair. On Strandway is the celebrated L-Street bath, the oldest and most popular public bath in the United States. Absolutely nude bathing was the rule here for men and boys until the authorities, a few years ago, had a seizure of prudery. A great attraction at the park is the aquarium.

Wood Island Park is an attractive local pleasure-ground in East Boston, occupying forty-six acres on what was formerly a "marsh island" with the harbor on three sides and a marsh on the fourth. It is approached by a parkway called Neptune Avenue, connecting with a drive making the circuit of the park. A popular bathing-beach is a feature.

Dorchester Park, near Lower Mills on the Neponset, has an area of twenty-six acres; a natural landscape, rocky and wooded.

Boston has a very large number of local open spaces utilized either for neighborhood breathing-spots or for playground purposes. Chief of these is the famous Boston Common. With the adjacent Public Garden we have here an area of nearly seventy-three acres—the largest open space occupying the heart of any great city in this country. No city would be deliberately planned with so extensive an area in its midst. The Common has proved a serious obstruction to the normal development of the central business sections. This was unforeseen; the Common originally lay well to one side of the old town, overlooking the wide expanse of the Back Bay which, in the old days, extended the basin of the Charles all the way from the Cambridge shore to "Boston Neck" and to Roxbury and Brookline. The Common was utilized as a cow-pasture well into the nineteenth century; along in the fourth decade it began to assume its present shape, criss-crossed here and there, according to haphazard convenience, by straight tree-bordered paths. The city gradually enveloped the Common and Public Garden. The development of the Back Bay lands made this big open space the centre of the population. To overcome the immense inconvenience thus caused has entailed an enormous trouble and expense. But the Common is held so sacred that the public has gladly borne with this; all propositions to cut desired thoroughfares across it, or even to widen bordering streets by encroachments upon its area, have been peremptorily overruled by public sentiment.

The Public Garden, divided from the Common by Charles Street, was originally a tract of marsh and tidal flats. Until late in the nineteenth

century the pond was kept filled with salt water by an inflow from Charles River. The author of its aimless design of meandering walks, an architect named Meacham, was laughingly accused of achieving it by a libation upon his office-floor and then tracing out the course of the water as it flowed about! When the reservation of the Garden as a public ground was authorized by legislation the city was empowered to erect there a city hall or other public building. But public sentiment has always strongly opposed any proposition to take advantage of the right.

The modern playground movement in this country originated in Boston when, as suggested by Frederick Law Olmsted, open-air gymnasia were established by the park commission at the Charlesbank, both for men and boys and for women and girls—the latter in charge of a committee of the Massachusetts Emergency and Hygiene Association with trained women superintendents and assistants. Out of these beginnings eventually grew the great movements for supervised play which have spread all over the country.



FRANKLIN PARK — THE OVERLOOK

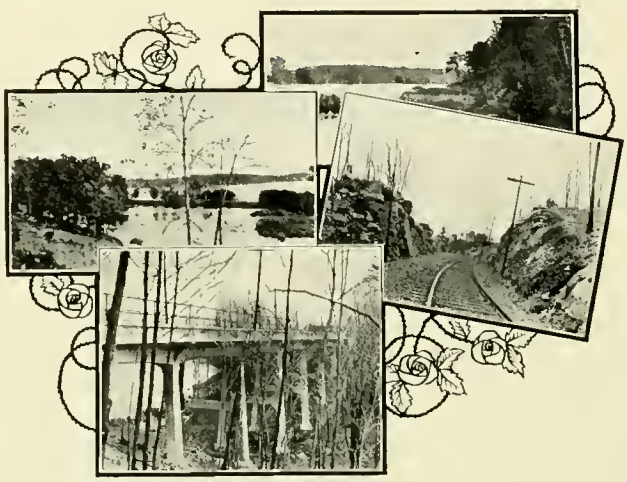
Boston has now forty-two distinctive playgrounds scattered over the city. Portions of the parks and city squares are also devoted to playground purposes. The largest playground in the country is Franklin Field, near Franklin Park. It has an area of seventy acres. The first public playground in the United States, specifically set apart as such, was established by the town of Brookline: the small open space on Brookline Avenue near Brookline Village, now adjoining the Riverway.

The Board of Park Commissioners has included many distinguished citizens who have disinterestedly served the public without pay. Among them have been Col. Henry Lee, the Hon. John F. Andrew, Gen. Francis A. Walker, and Col. Thomas L. Livermore. The last chairman of the Board, as originally constituted, was Robert S. Peabody, the architect. On March 2, 1913, the consolidation of the park and the public-playgrounds departments having taken effect, the park commission was succeeded by a Park and Recreation Commission, under a salaried chairman.

To meet the need of the greater part of the metropolitan population for

a comprehensive scheme of recreative open spaces the Metropolitan Parks District was constituted in 1893. It comprises thirty-eight municipalities: The fourteen cities of Boston, Cambridge, Chelsea, Everett, Lynn, Malden, Medford, Melrose, Newton, Quincy, Revere, Somerville, Waltham, Woburn; and the twenty-four towns of Arlington, Belmont, Braintree, Brookline, etc.

The definite movement which promptly led to this consummation had its origin in a study for a federated metropolis comprising Boston and the surrounding municipalities, made in 1891 by Sylvester Baxter, the journalist and author. The proposition for a system of metropolitan parks included in this study so impressed Charles Eliot, the landscape architect (a son of President Eliot of Harvard University), that he proposed to its author that they



MIDDLESEX FELLS, ON LINE OF BAY STATE STREET RAILWAY

organize a movement for realizing the idea. This was carried out so successfully that a Metropolitan Park Commission of three, authorized by the legislature to study and report upon the matter, recommended a comprehensive scheme for a system of metropolitan parks on the basis aforementioned. Messrs. Baxter and Eliot had been made, respectively, the secretary and the landscape architect for the commission and the studies made for the report were their work. The legislation recommended was enacted almost unanimously and a park loan of $1,000,000 was authorized for beginning the work. The Metropolitan Park Commission of five members thus constituted consisted of the three members of the original commission—Charles Francis Adams of Quincy, Philip A. Chase of Lynn, William B. de las Casas of Malden, with the addition of Abraham L. Richards of Watertown and James Jeffrey Roche of Boston.

The greatest areas are comprised in the three great sylvan reservations: The Blue Hills, the Stony Brook Woods and the Middlesex Fells. The river reservations are along the Charles, the Mystic, and the Neponset. The seashore reservations are at Revere Beach, Winthrop Shore, Nahant Beach, Lynn Beach and Shore, and King's Beach in Swampscott; also at Nantasket Beach and Quincy Shore. In addition the Beaver Brook reservation in Belmont and Waltham has the noblest group of ancient oaks in New England.

The main units of this system are connected up by important parkway routes that, with the development of motor-vehicles, have become indispensable elements of the metropolitan plan. The Middlesex Fells Parkway,

comprising Fellsway, Fellsway East and Fellsway West, runs from Broadway in Somerville to Middlesex Fells reservation in Malden and Medford, respectively. A sadly needed link across Somerville and Cambridge between Mystic and Charles Rivers remains to be supplied. The Revere Beach Parkway branches from Fellsway just beyond Mystic River and runs through Everett, Chelsea, and Revere to Charles Eliot Circle at Revere Beach. Thence the road skirts the beach and, crossing Saugus River, enters Lynn as Lynnway, connecting by the city highways at Lynn Beach with the drive along Nahant Beach to Nahant and to the northward along the fine residential waterfront of Lynn to the beach at Swampscott. From Middlesex Fells reservation a parkway planned to connect with Lynn woods has been constructed into Melrose. A spur parkway from the Fells to Wakefield is projected.



PUBLIC GARDENS AND BEACON HILL —VIEW FROM THE TOP OF ARLINGTON CHURCH STEEPLE

The Mystic Valley Parkway has been constructed from the Middlesex Fells in Winchester through the valley of the Aberjona River and along the Mystic Lakes down the Mystic River valley through Arlington and Medford to a connection with the State highway of Mystic Avenue in the latter city, thus connecting with Fellsway at Broadway Park, Somerville, and with Sullivan Square, Charlestown. It is planned to extend the Mystic Valley Parkway also to a connection with the Revere Beach Parkway at Fellsway in the Wellington district of Medford. This will make a through parkway route from Winchester and Woburn to the sea—connecting with Woburn by a spur parkway from Winchester, now partly constructed.

Along Charles River the projected system of drives and parkways has been largely realized by the riverside road (including the Speedway) which connects with the Cambridge Esplanade and drives at the Anderson Memorial Bridge and, bordering Soldiers' Field, continues the system through Brighton to Watertown, eventually to be carried beside the river to a connection with the section completed between Newton Lower Falls and Newton Upper Falls. From the Charles River in Cambridge the Fresh Pond Parkway runs from Mount Auburn Street through the Lowell Memorial Park, for-

merly part of the grounds of "Elmwood," the poet's home, to Fresh Pond—thence to be extended through Arlington by way of Spy Pond to the Mystic Valley Parkway at Mystic Lake and also by way of Alewife Brook (Menotomy River) to Mystic River.

From the Boston park system at the Arnold Arboretum the Metropolitan system connects with the Blue Hills by way of the West Roxbury Parkway (still incomplete) to Stony Brook Woods and thence through Readville by way of Paul's Bridge to the reservation. A second metropolitan connection with the Blue Hills extends the Blue Hill Avenue Boulevard (thus connecting with Franklin Park) by way of the Blue Hills Parkway through Milton. This chain of drives is continued to the sea through the reservation roads in the Blue Hills and thence by the Furnace Brook Parkway to salt water at Merrymount Park and the Quincy Shore reservation.

The largest of the metropolitan reservations is the Blue Hills, in Quincy, Milton, and Canton, with an area of 4,906.43 acres. This comprises an entire range of mountain-like hills. The highest summit is at Great Blue Hill, 635 feet above sea-level: the greatest elevation in Massachusetts east of Mount Wachusett; also the greatest on the Atlantic Coast of the United States south of Mount Agamenticus in Maine. This range gave the name to Massachusetts Bay: "The place of the Great Hills." The reservation also includes Hoosicwissick, or Houghton's, Pond and extends to the north shore of Ponkapog Pond.

The second sylvan reservation in size is Middlesex Fells, 1,898 acres, in Medford, Winchester, Stoneham, Melrose, and Malden. This acreage does not allow for the considerable extent of the several beautiful sheets of water in the reservation, including Spot Pond of the Metropolitan supply and the three reservoirs of the Winchester supply. The greatest eminence, Bear Hill, is 370 feet above the sea, and its fine concrete tower carries the height to an even 400 feet.

The third sylvan reservation is the Stony Brook Woods in the Boston districts of West Roxbury and Hyde Park, with 463.76 acres. Turtle Pond in this reservation is the source of Stony Brook. Bellevue Hill, 320 feet high, is the highest point in the city of Boston.

The Charles River reservation, with the addition of various quasi-public and local public holdings, has made the banks of the river almost continuous public domain all the way from Hemlock Gorge at Newton Upper Falls to tide-water at the Charles River Dam. Of the local public holdings the most important are those of Boston and Cambridge. In the Charlesbank, between the dam and West Boston, or "Cambridge" Bridge, Boston took the initiative in the improvement of the basin; Cambridge followed by taking for recreative purposes nearly the entire river-front of the city as far up as Mount Auburn Cemetery, which, together with Cambridge Cemetery, are the most notable quasi-public buildings. That part of the river between Newton Lower Falls and Waltham is the greatest canoeing-ground in the United States; thousands of canoes are kept here and the spectacle on a summer holiday is worth a journey to see.

The improvement of the river culminated in the conversion of the lower section, between Watertown dam and the sea, from a salt-water estuary to a reach of fresh water about seven miles long—the basin below Cottage Farm Bridge thus becoming a large lake. This work was carried out by a specially constituted board, the Charles River Basin Commission, established by the

Legislature of 1903. The work was seven years in progress. The antiquated Craigie Bridge was replaced by a dam and causeway carrying a handsome avenue one hundred feet wide. Navigation is facilitated by two locks—a large ship-lock with electrically operated sliding gates and a boat-lock for small craft. On the Boston side, in the rear of Brimmer and Beacon Streets, a handsome esplanade was constructed, complementing the Cambridge Esplanade across the river. This section of the river is crossed by four monumental bridges, including the magnificent viaduct of the Boston Elevated Railway just below the dam, the new West Boston Bridge, the Anderson Memorial Bridge between Cambridge and Soldiers' Field, built by the Hon. Larz Anderson in memory of his father, Gen. Nicholas Longworth Anderson, a soldier of the Civil War, and the fine granite bridge at Watertown. The establishment of the Massachusetts Institute of Technology on the Cambridge side near Harvard Bridge, with its impressive columnar façades and central dome,



THE FROG POND — BOSTON COMMON

has contributed largely towards making the basin the great central "court of honor" for Metropolitan Boston. Upon its completion the care and control of the basin was transferred to the Metropolitan Park Commission.

The Mystic River improvement has converted to public holdings the greater portion of the river banks from the centre of Winchester to Wellington Bridge between Somerville and Medford. From Winchester the Mystic Valley Parkway runs along the east shores of the Mystic Lakes and thence down the river. From Cradock Bridge in Medford, upward, the river was converted into a full basin (including the lower Mystic Lake) by the construction of a dam with a lock. The malarial marshes bordering Alewife Brook and Menotomy River in Somerville, Arlington, Cambridge, and Belmont were thus converted into wholesome, dry territory. Navigation for small craft was thereby extended to Spy Pond in Arlington.

The Neponset River improvement involved the conversion of the greater part of the shores of that stream to park purposes in the Hyde Park and Dor-

chester sections of Boston and in Milton and Quincy. All but a fraction of the Neponset River reservation (922.59 acres in all) is made up of the Great Fowl Meadows, containing an area of about 900 acres in Milton, Canton, Dedham, Boston, and Westwood. This portion of the reservation was acquired by means of gifts of $10,000 and $5,000, respectively, from Augustus Hemenway (formerly of the Metropolitan Park Commission) and Charles Van Brunt. The Great Fowl Meadows had long been a menace to health both through pollution of the Neponset and as a breeding ground for mosquitoes. The river, however, has lately been dredged and its level reduced by the lowering of the Hyde Park dam, thus effectively abating both nuisances.

The Metropolitan Park System has a total area of 10,427 acres, not including a large acreage owned by municipalities and given over for care and control.



SCENE AT SWAMPSCOTT—BAY STATE STREET RAILWAY

First in importance among the seashore reservations is Revere Beach, whose three-mile crescent presents a superb spectacle of popular recreative activities, day and night, through the summer, chief of which is the sea-bathing from the great establishment conducted by the Metropolitan Park Commission, with accommodations for thousands in the course of a day.

Further north are the beaches and shore drives of Lynn, Nahant, and Swampscott, with another fine bathing establishment for the public of the Lynn neighborhood.

The mile of shore at Winthrop makes a fine drive and promenade.

At Nantasket the metropolitan administration has developed another great popular resort, with bathing and other attractions similar to those at Revere Beach, though on a smaller scale.

At Quincy Shore metropolitan occupancy has developed an attractive drive and promenade and encouraged an excellent residential character along a stretch of coast where shallow waters made commercial development impracticable.

The smallest of the metropolitan reservations is Beaver Brook in Belmont and Waltham, where, beside the noble group of oaks, some of which have been growing for more than a thousand years, is to be seen the cascade celebrated by James Russell Lowell in a beautiful lyric, "Beaver Brook."

CHAPTER XI

THE RELIGIONS OF BOSTON

DEVELOPMENT OF THE CHURCHES—CHANGES FROM PURITANISM TO CATHOLICISM—DOMINANT SECTS OF THE PRESENT DAY

IN 1860 the leading religion of Boston was Congregational Unitarian. Of a total of one hundred and seven churches, twenty-four were Unitarian; fourteen Congregational Trinitarian, or Orthodox; fourteen Baptist; twelve Protestant Episcopal; twelve Methodist; six Universalist; four Presbyterian; ten Roman Catholic; various other denominations, eleven: the latter including one Quaker, one Swedenborgian, two Jewish synagogues. In 1880 (after the annexation of adjoining municipalities), the total number, including mission chapels, being two hundred and twenty, there were: thirty-two Congregational Orthodox; twenty-six Congregational Unitarian; twenty-six Methodist Episcopal; twenty-seven Baptist; twenty-two Protestant Episcopal; nine Universalist; eight Presbyterian; thirty-one Roman Catholic; other denominations thirty-nine, including seven Jewish and five Lutheran. Thus it appears that the Congregational Orthodox had the largest number of churches, while Roman Catholic had come up to rank second in the list. To this extent modern Boston had drifted from its old-time Puritan moorings. In 1900 the Roman Catholic churches were outnumbering those of any single Protestant sect, and in membership constituted over 55 per cent. of the city's population. This change in the religious character of Boston's population has become still more marked from year to year until, at the present time, it is conservatively estimated that the once stronghold of the Puritan is now a Roman Catholic city with adherents numbering about 70 per cent. of the entire people. Meanwhile the Protestant Episcopal church had come to second place in the list.

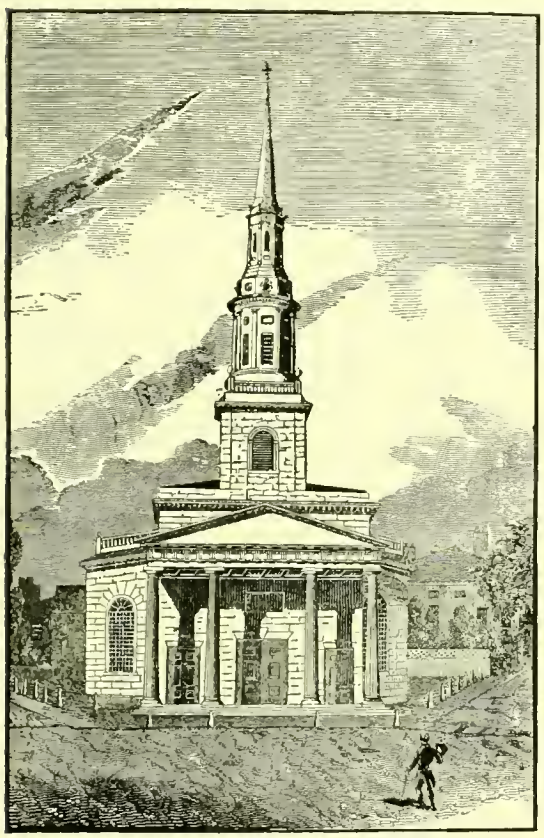
In the 'sixties and 'seventies several of the richer churches were seeking sites and erecting more elegant edifices in the new West End on the "Back Bay," following the movement of fashion. A few, however, selected the South End as still the desirable quarter. Such was the case with the leading Universalist Church,—"The Second Universalist Society in the Town of Boston," formed in 1817,—originally the "School-Street Church," its first meetinghouse having been on School Street, where is now the School-Street Block. This was the pulpit for thirty-five years, till his death in 1852, of Hosea Ballou, called the father of modern Universalism in contradistinction to the Calvinistic type of the Universalism of John Murray, the founder of the sect, who was first preaching in Boston in 1785. After "Father" Ballou, the pulpit through half a century, till the close of his life in 1895, was occupied by Alonzo A. Miner, Ballou's colleague from 1848, who was famous

among Boston ministers of his day, a leading pleader for the cause of total abstinence, and for some time president of Tufts College. After Doctor Miner came his colleague and successor, Stephen H. Roblin. The society erected its new edifice at the corner of Columbus Avenue and Clarendon Street, in 1872; an imposing structure of Roxbury stone, with shapely stone tower and steeple at the side, and an interior, light and cheerful, built in the clear without pillars, illuminated with several richly designed painted windows. The costly house lingered long after the South End had been deserted by fashion; and at length met a melancholy fate, burned down in a winter's night in 1914. No successor was built. Another selecting the South End for a new structure was the Berkeley-Street Church, Congregational Trinitarian, which built on a sightly spot, the junction of Warren Avenue with Tremont, Dover, and Berkeley Streets. This society was originally the "Pine-Street Church," built in 1827, and marking the corner of Washington and Pine Streets. It assumed the name of "Berkeley-Street" with the occupation of the new edifice in 1862. It was pronounced the largest Protestant house of worship in New England. Its pastors included some eminent Orthodox ministers. It was the pulpit of Doctor Henry M. Dexter for eighteen years—1849-1867. Time worked great changes in this establishment. Ultimately it was transformed into a popular institutional church. Another selecting this quarter was James Freeman Clarke's "Church of the Disciples." Its unpretentious and capacious meeting-house, which was erected on Warren Avenue in 1869, was its third or fourth house. It remained here, like the Columbus Avenue Universalist Church, till long after the abandonment of the South End by many of its congregation—through the remainder of Dr. Clarke's useful life, and after his successor, the late large-minded Charles C. Ames had been occupying the pulpit for some time. The society's present house is the attractive structure in the Fens-park-district. Others choosing the South End were: the Union Church, Congregational Orthodox, Columbus Avenue corner of West Rutland Square, erected in 1869, originally on Essex Street, dating back to 1822, pulpit for more than forty years—till his death in 1878—of the accomplished and cultivated Nehemiah Adams, who fell into disrepute with the antislavery folk through his book, published in 1854, after a visit to South Carolina, entitled, "A South Side View of Slavery," defending the institution; and who ever after went by the sobriquet of "South Side Adams"; the South Congregational Church, Unitarian, Union Park Street, the society dating from 1827, this meetinghouse built in 1862, the first one



OLD BRATTLE STREET CHURCH

having been on the corner of Washington and Castle Streets over which Edward Everett Hale was settled from 1856 to the close of his memorable life, in 1913; and finally the Roman Catholic Cathedral, the second one, at the corner of Washington and Malden Streets, begun in 1867 and finished and dedicated in 1875. Others originally built here were: the Church of the Unity, Unitarian, West Newton Street, erected in 1860, three years after the organization of the society, pulpit of George H. Hepworth for thirteen years, when he exchanged Unitarianism for Orthodoxy; then by M. J. Schermerhorn; and finally Minot J. Savage, after whose retirement in the 'eighties the career of this society closed; and the beautiful Church of the Immaculate Conception, Roman Catholic, erected in 1861, as has been stated, under the auspices of the Jesuit Fathers.



NEW SOUTH CHURCH
FORMERLY AT SUMMER AND BEDFORD STREETS

The churches earliest appearing in the Back Bay were erected in this order: the Arlington-Street, 1860; the Emmanuel Church, 1862; the Central Congregational Trinitarian, Berkeley corner of Newbury Street, 1867; "The First Church in Boston," 1868; the Brattle Square Church, now the First Baptist Church, 1873; "The Second Church in Boston," 1874 (later removed to make way for trade, its site now occupied by the Wesleyan Building, and its present meetinghouse or structure of refined taste in the English Georgian style, with Parish house adjoining, on Audubon Circle, at the line between Boston and Brookline); the New Old South, 1875; Trinity, 1877. The latest to be built were: the Hollis-Street Church, 1884, after its famous old meetinghouse, pulpit of John Pierpont, Starr King, and other notable Unitarians, was transformed into the Hollis-Street Theatre; now the South Congregational Church, union of the two churches, through the purchase by the South Congregational in 1887; and the stately stone "Christian Science Temple," on Falmouth, Norway, and St. Paul Streets, "The First Church of Christ, Scientist," as officially termed, the "Mother Church," so called, richly endowed by the late Mrs. Eddy, founder of this cult, or sect, the impressive structure rising to the lofty height of two hundred and twenty feet, crowned by a magnificent dome, with a melodious chime of bells; an auditorium of five thousand sittings; and approached from Huntington Avenue through a beautiful park and garden.



SECOND CHURCH — CONGREGATIONAL UNITARIAN

A handsome structure of refined taste in the English Georgian style with parish house adjoining, on Audubon Circle, at the line between Boston and Brookline. Erected in 1913. This is the seventh edifice of the Second Church, and the sixth in line from the historic Old North Church in North Square



FIRST CHURCH, UNITARIAN-CONGREGATIONAL

On Berkeley Street at the corner of Marlborough Street, a beautiful stone edifice,
of the finer type of ecclesiastical architecture, erected in 1868.
This church is the fifth in succession from the rude
little fabric of 1632, which stood on
the present State Street

With the exception of the South Congregational Church, which is of brick and unpretentious architecture, though of richly embellished interior, these Back Bay churches are of stone and elaborate in design. The richest in the latter particular are Trinity, the New Old South, and the First Baptist; that of the quietest elegance—the First Church; the most dignified, and satisfactory to the eye of the lover of old London ecclesiastical architecture—the Arlington-Street.

Trinity was H. H. Richardson's masterpiece, while the interior decorations, elaborate and exquisite in taste, have been characterized as an enduring monument to the skill of John La Farge. The massive central tower, two hundred and eleven feet high, surmounting the structure, is the main feature, as was the front tower of the earlier Trinity, on Summer Street, which went down in the Fire of 1872. This tower, rising from four great piers at the intersection of nave and transepts, dominates the structure. The style of the whole work, as delivered by the architect, is a free rendering of the French Romanesque as shown in the pyramidal-towered churches of Auvigna, and "endeavors to exemplify the grandeur and repose of the eleventh century architecture in Aquitane." The chapel, itself a most picturesque piece of architecture, is distinguished through its connection with the church by an open cloister, where are appropriately placed stones from St. Botolph's in Old Boston, England, presented to Trinity by the authorities of that church. In the construction of the foundation of the edifice, stone saved from the ruins of the old church on Summer Street was utilized. The present is the third Trinity. The first was on Summer Street at the corner of Bishop Alley, now Hawley Street, erected in 1735, seven years after the organization of the society, a little house of wood, ninety by fifty feet, with gambrel roof, standing with its end to the street. The second Trinity, built in 1828, was the solid Gothic structure of stone, intended to reproduce the old English style of the Episcopal Temple, that was burned. Trinity has been conducted by a long line of distinguished rectors. It was the pulpit of Phillips Brooks from 1869. The statue of the beloved preacher which stands at the side of the church is by St. Gaudens.

Of the New Old South and the First Baptist Church, the tower has also been made the dominating feature. That of the New Old South, two hundred and forty-eight feet in height, with its rich combinations of colored stones, and graceful windows, has been much admired for the fineness of its design. That of the First Baptist, a massive Florentine tower, is less high, rising one hundred and seventy-six feet, but is more elaborate, more majestic, and more highly decorative. It stands almost independently of the church edifice. The four groups of colossal figures in high relief, one on each face, between the belfry arches and the cornice, are designed to represent the four Christian eras, Baptism, Communion, Marriage, and Death; the great statues at the corners are to typify the Angels of the Judgment blowing golden trumpets. From the New Old South tower the arcade in which are placed inscribed tablets, extends to the South transept; the vestibule, paved with red, white, and green marble, is separated from the nave by a large carved screen of Caen stone, supported on columns of Lisbon marble and crowned by gables and finials. The ornate exterior, decorated with a belt of gray sandstone delicately carved to represent vines and fruit, among which are seen birds and animals, presents a sumptuous edifice. Richness marks the whole work in marked contrast with the dignified simplicity of the historic old meetinghouse

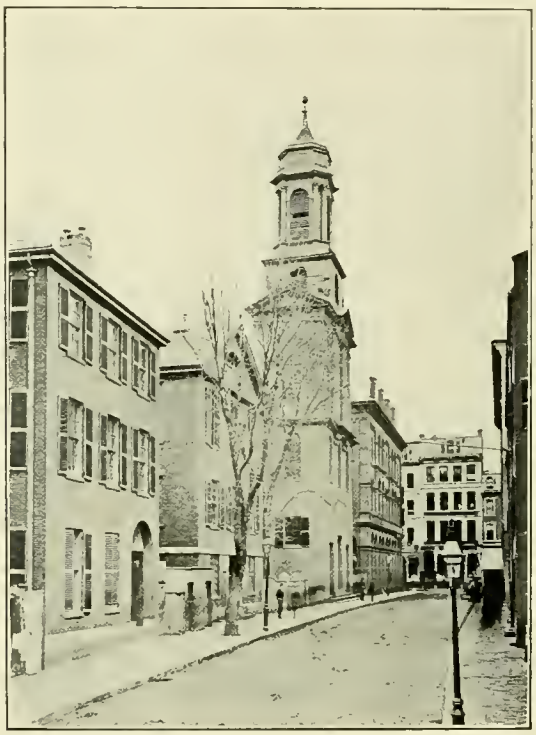


NEW OLD SOUTH CHURCH

In the North Italian Gothic style of architecture and noteworthy for richness of design. A marked contrast to the dignified simplicity of the historic old meetinghouse which this one succeeds. A glimpse of the Public Library in the foreground at the left

Drawing by H. Louis Gleason

which this succeeds. Its style is the Italian Gothic. The chapel and the parsonage adjoin the church. At the time of the removal from the old meeting-house Jacob M. Manning was the pastor. He had been the colleague of Doctor George W. Blagden for fifteen years, from 1857. Doctor Blagden had served from 1836 to 1872. Doctor George A. Gordon, the present pastor, was installed in 1884. The Brattle-Square was H. H. Richardson's first church-building on the Back Bay. The architect's design was definitely to express massiveness and solidity; and the church edifice was built without regard to cost. For instance, the great figures sculptured on the sides of the tower, from designs of Bartholdi, were carved by Italian sculptors, brought out from Italy after the stones had been set in place. The church when finished and



FIRST CONGREGATIONAL CHURCH, BUILT IN 1808

occupied proved so poor in acoustic properties that Doctor Lothrop, the minister, could with difficulty be heard in the body of the house. The society fell into debt occasioned by the expense of the work, and dwindled in numbers, its members scattering among other Unitarian churches. At length, in 1876, the historic society was dissolved. For a time the church was closed. Then, in 1881, the property was disposed of at auction. J. Montgomery Sears was the purchaser. About a year later Mr. Sears sold it, with the exception of the tower which was reserved as a monument, to the First Baptist Church. Thus one historic organization succeeded another. The First Baptist is the lineal descendant of the much persecuted First Baptist Society organized in 1665, the door of whose first diminutive meetinghouse, on Salem Street, built in 1680, was promptly nailed up, when the house was completed, by order of the governor and council of the Colony. The Brattle-Square was the "Mani-



FIRST BAPTIST CHURCH — COMMONWEALTH AVENUE

The four groups of colossal figures in high relief, are designed to represent the four Christian eras, Baptism, Communion, Marriage and Death. The massive Florentine tower gives the structure an especial distinction in the Back Bay architecture

festo Church," formed in 1699, so called because the original members when they organized, while adopting the belief of the Orthodox churches of the time, issued a document recognizing the right of difference of belief among the members, and abolishing the distinction between church and congregation. It became Unitarian among the churches earliest changing from the Orthodox. The first minister was ordained in London. Its eminent Unitarian ministers in succession included Joseph Stevens Buckminster, Edward Everett, John G. Palfrey, and Samuel K. Lothrop. The original meetinghouse was on Brattle Square. The predecessor of the Commonwealth-Avenue Church was the second meetinghouse, occupying the same site. It was new when the Revolution came,—having been built in 1772-1773,—and was a fine specimen of the English style of church of the latter eighteenth century. The interior was exceptionally fine, and "the pride of the town." It was used during the Siege as a barracks for British soldiers, like several of the other churches. It remained revered as a landmark till 1871, when it was sold, torn down, and made way for a business block. It was distinguished by "wearing on its bosom as a bride might do, the iron breastpin that the Rebels threw,"—the cannon-ball which, fired from a battery in Cambridge by the Americans on the night of the Evacuation, struck the church. After the Revolution the cannon-ball served for a while as a weight on the yard gate of a dwelling-house near by, then was embedded in the church's front, as a memento of that event. This cannon-ball is now retained in the collection of the Massachusetts Historical Society; and a dainty model of the historic meetinghouse stands in the upper hall of the Society's building. The First Baptist Society improved the interior of the Commonwealth-Avenue edifice, and added in its rear a new vestry, with lecture-room, class-room and a ladies' parlor for social gatherings.

The chaste First Church, beautiful in design, of the finer type of ecclesiastical architecture, fitly represents the succession of meetinghouses of "The First Church of Christ in Boston" beginning with the pioneers' little mud-walled and thatch-roofed structure beside the Market Place. Its rich interior contains various mementoes of the past. On one of the painted windows is inscribed the church covenant adopted and signed by Winthrop and other leaders when the church was formed, in Charlestown on the thirtieth of July, 1630, only a few weeks after the arrival of the Winthrop Company, whence it was removed to Boston when Winthrop's removal was made. With the rare old communion plate is shown an embossed silver cup with the inscription engraved on its rim, "The Gift of Gov^{r} Jn^{o} Winthrop to Y^{e} 1^{t} Church." The statue of Winthrop, on the Marlborough-Street side of the church, is that by Richard S. Greenough, which used to stand in the midst of a network of street-car tracks at the junction of Court and Tremont Streets, and Cornhill in front of Scollay Square. It is a duplicate of the Winthrop statue placed by the State of Massachusetts in the Capitol at Washington. It represents the governor as just after landing on the soil of the New World. Behind the figure appears the base of a newly cut forest tree with a rope attached, signifying the fastening of the boat in which the governor is assumed to have come ashore. The figure is clad in the picturesque garb of the period. The right hand holds the roll of the Colony Charter, the left hand, a Bible. The statue was first set up here in Boston and uncovered to the public on the seventeenth of September, 1880, the day of the celebration of the two hundred and fiftieth anniversary of the settlement of the town.

The Arlington-Street Church is the successor of the Old Federal-Street Church, pulpit of William Ellery Channing from June, 1803, to the time of his death, October second, 1842, whose portrait-statue, by Herbert Adams, we see in the carved granite and marble canopy against the Public Garden, facing the meetinghouse. The society was originally formed as Presbyterian, in 1727, and first occupied a barn, roughly transformed into a meetinghouse, on "Long Lane," which became Federal Street. In 1744 a plain church building, of wood, replaced the barn. In 1809 a brick edifice replaced the wooden one; and this, in turn, in 1859, having become isolated in the midst of a quarter by this time devoted to business, was taken down and the erection of the Arlington-Street Church began. The Federal-Street Church became Unitarian in 1786, when Channing struck the liberal tone. Channing was



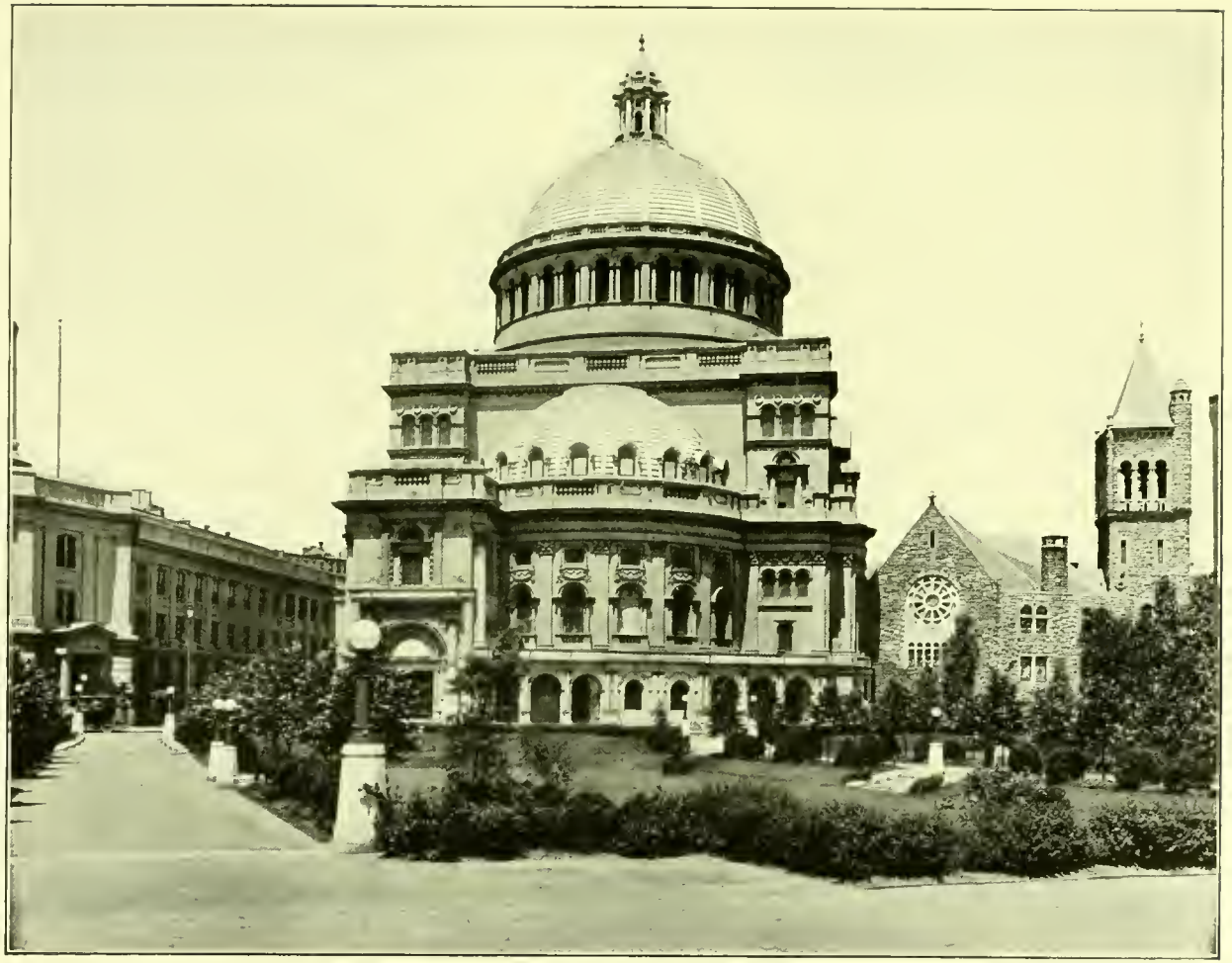
TRINITY CHURCH, COPLEY SQUARE, AND COPLEY-PLAZA HOTEL

succeeded by Doctor Ezra Stiles Gannett, who had been his colleague from 1824. Doctor Gannett served with distinction till his tragic death in the dreadful accident on the Eastern Railroad known as "The Revere Disaster," August twelfth, 1871, when he was seventy years of age. He was a profound scholar, and was also given to much philanthropic work. Successive pastors have been: John F. W. Ware, who came to Boston from Baltimore, Brooke Herford, an Englishman, who came from London to a Chicago pulpit in 1875, and thence to Boston, and Paul Revere Frothingham, who is the present minister. This church is one of the few in the town containing a chime of bells. The Emmanuel Church was built especially for a parish organized two years before (1860), for Frederick D. Huntington who had been pastor of the South Congregational Unitarian Church, Plummer Professor of Christian Morals and Preacher to the University at Cambridge, who had left the Unitarian fold and joined the Protestant Episcopal Church. Doctor Huntington was ordained deacon in Trinity Church September twelfth, 1860, and the

following Sunday took charge of the new Episcopal parish. He continued rector of Emmanuel till 1869 when he was made bishop of Central New York. He was succeeded in Emmanuel by Doctor Alexander H. Vinton, who had been rector of St. Paul's from 1842 to 1858, when he removed to Philadelphia; and Doctor Vinton, by Leighton Parks, now of New York. The present rector is Doctor Elwood Worcester. The Central Church is the lineal descendant of the "Franklin-Street Church," formed in 1835 to occupy the "Odeon" (the Federal-Street Theatre made over into a concert hall). In May, 1841, the Society built on Winter Street, and was renamed the "Central Congregational Society." The Winter-Street Church stood just west of the foot passage subsequently opened to the old Music Hall, and a low structure, with pillared porch it became an attractive landmark. It gave way for trade before the removal of the society to its Back Bay church. Famous old time Congregational ministers have been among its pastors, as John E. Todd, John De Witt, and Doctor Joseph T. Duryea.

While so many of the leading churches re-established themselves in the South End and the Back Bay, following the shiftings of fashion, several of the historic churches are still permitted to remain "down town." These include: the rare Old South Meetinghouse, King's Chapel, Park-Street Church, St. Paul's, now the Protestant Episcopal Cathedral, Christ Church at the North End, the oldest church building now standing in the city. The Old South Meetinghouse dates from 1730, succeeding the first house of the society, the Third Church in Boston, described as the "little cedar meetinghouse," erected in 1669. The present King's Chapel dates from 1749, when the corner-stone was laid, and 1754 (it was slow in building because of the slowness of subscriptions to the building fund) when the structure was sufficiently advanced to permit the beginning of regular services within it, in August that year: it was built so as to enclose the first chapel which Andros caused to be erected for the first Episcopal church in 1688, and which had been enlarged in 1710. Christ Church dates from 1723; Park-Street from 1809; St. Paul's, 1820.

The buildings shown on opposite page are at the centre of a religious movement which radiated from Boston and has now become worldwide. Mrs. Eddy's personal teaching of Christian Science began at Lynn, but nearly all of it was done in Boston. Her writings on this subject were published here from the first and are yet, while the organization of the Christian Science denomination not only begun in Boston, but "The First Church of Christ, Scientist, in Boston" was and is "The Mother Church" of the entire movement. The first Christian Science organization was formed July 4, 1876, in Charlestown, by seven persons, including Mrs. Eddy. Its meetings were held in the homes of its members. In 1878 she began to deliver public lectures on Sunday afternoons in rented churches and halls, but the holding of public services regularly by the Christian Scientists of Boston may be said to date from 1883, when they rented the "Hawthorne Rooms," which were then at No. 3 Park Street. One of these rooms seated about 225 persons, and here sermons were delivered on Sunday mornings, usually by Mrs. Eddy, but sometimes by certain of her students or by invited clergymen of different denominations. In 1885 the Christian Scientists moved to Chickering Hall, then on Tremont Street, which had a seating capacity of 465. Here a Sunday school for children was added to the Sunday sermons. In March, 1894, Copley Hall on Clarendon Street, seating 625 persons, was engaged, and services were conducted here until the

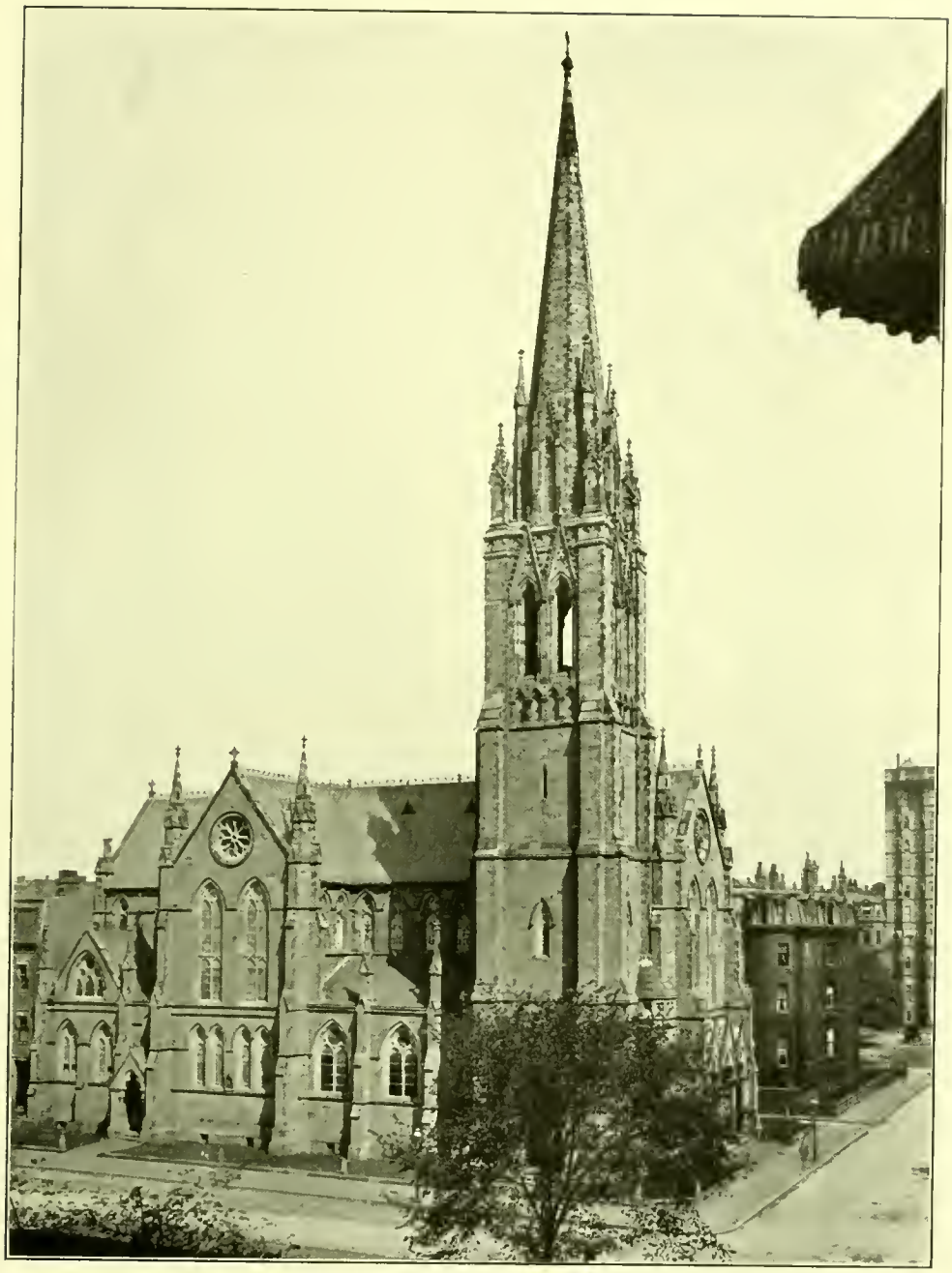


THE FIRST CHURCH OF CHRIST, SCIENTIST
FACING HUNTINGTON AVENUE, BETWEEN FALMOUTH, NORWAY AND ST. PAUL STREETS

church building at Falmouth and Norway Streets was ready for use in January, 1895. This edifice, seating 1,100 persons, was used until 1906, when it was enlarged by a new auditorium having 5,000 seats. These two buildings occupy the triangle bounded by Falmouth, Norway, and St. Paul Streets. Between them and Huntington Avenue is an open garden or park with footways for passage, while just across St. Paul Street are the buildings, dating from 1908 and 1914, of the Christian Science Publishing Society. Church services are held in the larger auditorium on Sundays at 10.45 A.M. and 7.30 P.M.; while the church buildings are open to visitors from 10 A.M. until 5 P.M. on Wednesdays and Fridays.

The present Old South Meetinghouse has the most stirring history, while that of its predecessor is full of interest. For it was in the little cedar house that the Quakeress, Margaret Brewster, with her companions, "arrayed in sackcloth and ashes, barefoot and her face blackened," made that hostile demonstration, on a sleepy July Sunday of 1677, with her sudden appearance during service and proclamation of the warning to the town of a "grievous calamity," "called the black pox," soon to come upon it for its persecution of her sect; that in 1686 Andros ordered opened Sunday forenoons to the Episcopal Church which had been temporarily established in the Town House, the Colonial council having refused the use of it by any of the churches, when its services extending into afternoon reserved for the regular congregation, Judge Samuel Sewall recorded in his Diary the "sad sight to see how full the street was of people, gazing and moving to and fro because they had not entrance into the church"; that in 1696 Judge Sewall stood up in his pew with bowed head while his confession of contrition for his share as a judge in the witchcraft delusion at Salem in 1692 was read from the pulpit; that Benjamin Franklin, born in a little house which stood in Milk Street nearly opposite the side entrance to the meetinghouse, on Sunday, January sixth (old style, January seventeenth new), was the same day baptized, his father and mother belonging to the church. It was in the present house, before the thrilling pre-revolution events of which it was the scene, and which earned it the title of "Nursery and Sanctuary of Freedom,"—that on a Sunday of October, 1746, as the report of the coming of D'Anville's fleet to destroy New England was received, the prayer of the minister, the scholarly Thomas Prince, for deliverance from the threatened calamity was interrupted by a "sudden gust of wind which shook the church with such violence as to cause the windows to rattle in their casings," when the minister paused a moment then resumed his supplication, beseeching the Almighty "to cause that wind to confound the purposes of the enemy." And a tempest did arise and the fleet was wrecked on its way off the coast of Nova Scotia. It was the retelling of this incident by Everett W. Burdett in his excellent brochure, "History of the Old South Meetinghouse in Boston," issued at the time of the struggle, in the 'seventies, for the preservation of the historic building, that inspired Longfellow to write his "Ballad of the French Fleet."

And what a struggle the "Saving of the Old South" was! It is now a familiar story to old Bostonians. The Saving was finally accomplished, after the dismantling of the building had actually begun, through the constant and skillful leadership of a small and faithful body of citizens, and set aside as a memorial. The Fire of 1872 almost reached it, property being burned all around it on two sides. After the Fire it was utilized for the Post Office. It is now open as a museum of relics of the Revolution and Province times.



CENTRAL CONGREGATIONAL CHURCH, BERKELEY AND NEWBURY STREETS

It succeeds the first meetinghouse of the Society, which stood on Winter Street. The present church was built in 1867 in advanced Gothic style, and its spire of two hundred and thirty-six feet is one of the highest in the city

His Eminence, William, Cardinal O'Connell, is one of the great sons of Massachusetts, who has brought lasting fame and honor to his native state. Born in the city of Lowell, in 1859, he has, by sheer force of his wonderful character, within the space of his own lifetime, become an international figure of prominence and of influence. In his own person, he has won for Boston universal recognition as a principality in the kingdom of God's Church



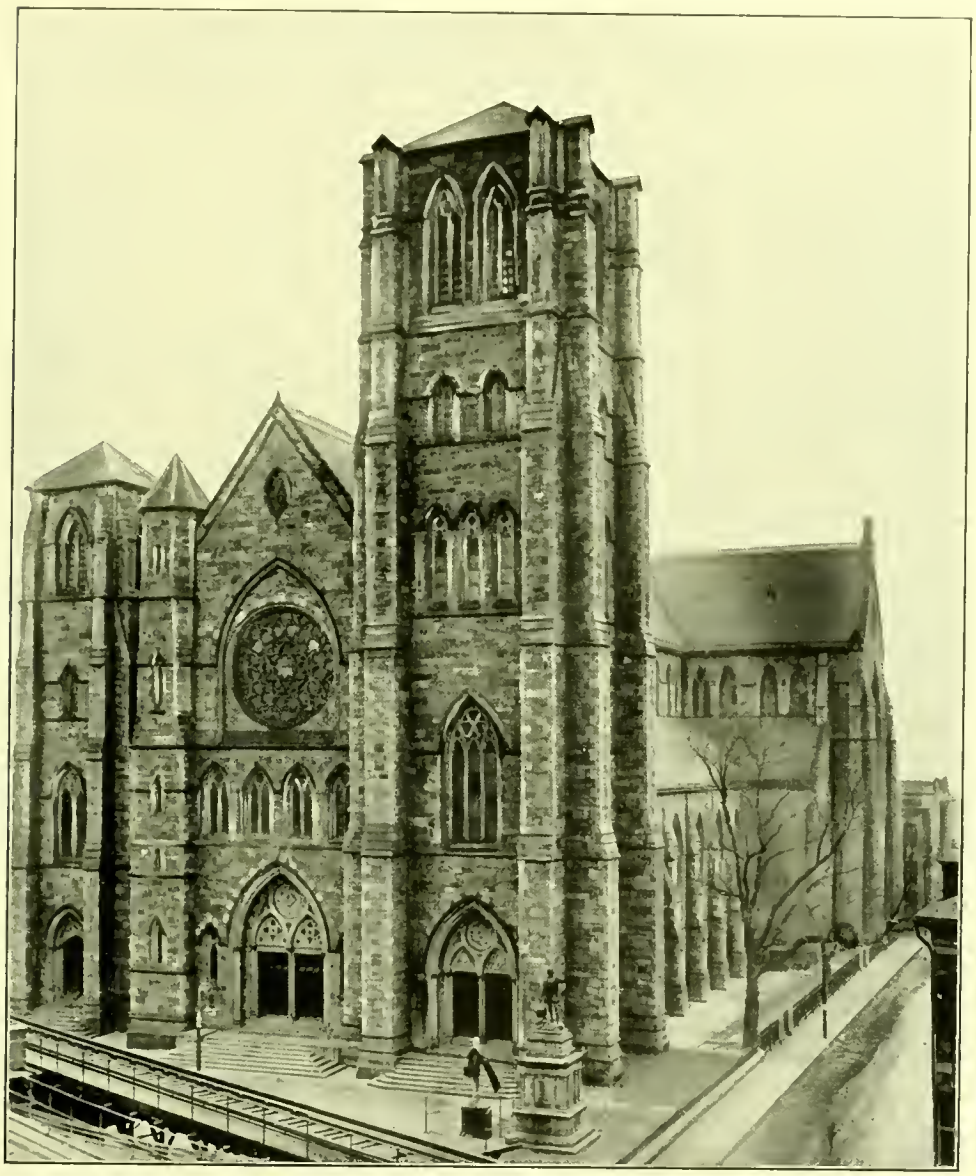
HIS EMINENCE, WILLIAM CARDINAL O'CONNELL

upon earth, and throughout the ecclesiastical world, thanks to the wonderful qualities of mind and heart of Cardinal O'Connell, Boston stands upon the same footing as Vienna, Paris, London, and other big centres of the Catholic world today.

It is doubtful whether there is any other single individual in Massachusetts today who has won such universal and high esteem for the city of

Boston, as has Cardinal O'Connell, the first great Cardinal Archbishop of this historic See.

It is now about ten years since Cardinal O'Connell became Primate of New England. His studies, his life, his activities, previous to that time, had led him to the different great centres of the world, where his heart and mind



ROMAN CATHOLIC CATHEDRAL OF THE HOLY CROSS
WASHINGTON AND MALDEN STREETS

were enriched with the stores of wisdom, experience, and histories of great men, and of historic places seen and studied at close range.

A student in Rome, and later Rector of the American College in the Eternal City, Monsignor O'Connell was in a position to observe, to study and to compare the best that every country has to offer, at that perennial fountain-

head to which, as to its original source, all the world's greatness periodically returns.

As an ambassador from the Pope of Rome to the Mikado of Japan at the close of the Russian-Japanese War, Monsignor O'Connell proved himself an accomplished diplomat, and in an assemblage of international diplomatists easily took his place as a commanding figure.

Whether in Rome, or Tokio, Vienna, Paris, London, or Montreal, where a great international congress of representatives from the entire world was held a few years ago, Cardinal O'Connell has always secured the very highest recognition, and has brought lasting fame, honor and esteem to the city of Boston, of which he is the great ecclesiastical leader.

On assuming charge of the archdiocese of Boston, Cardinal O'Connell returned to his native state, not only with his heart and mind richly stored for the benefit and progress of the people, but also with a most powerful determination and a strong desire to consume every energy for the betterment and for the happiness of his fellow citizens.

In perhaps the most classical of his scholarly addresses, delivered on the occasion of the centennial of the diocese of Boston, Cardinal O'Connell traced step by step the position of Catholic and Puritan, back to the beginning, and by a quick survey, contrasting the real and actual achievements of both Catholic and Puritan upon the historic soil of New England, showed that Puritanical false theories of the Catholic Church were amply disproved by splendid Catholic achievements, by deeds of Catholic loyalty and valor, and by the teachings of Catholic truth and justice. Cardinal O'Connell, in that memorable address, pointed out the way by which the yawning gulf between Catholics and Protestants might be filled up, and for his part offered to co-operate in every way that would make for harmonious, peaceful dwelling side by side of all the various peoples that make up this country, upon our friendly and hospitable shores. It would be an interesting story to relate the many tributes from the descendants of the old Puritans that this first act of the new Archbishop of Boston called forth. They realized that for a century or more they had been living side by side with a people whose virtues they would not see. But, thanks to the wonderful efforts of the Cardinal Archbishop of Boston, as a leader of his priests and people in this historic Puritan New England, the chasm is gradually filling up. Wonderful progress has already been made, and the future is full of hope and promise of happier days in the history of Boston through the mutual understanding of all her children, made possible to a very great extent through the teaching and through the influence of Cardinal O'Connell. We are too close to Cardinal O'Connell and to his times to say what the true magnitude of his influence has been in enhancing the name and the prestige of his beloved Boston. But we feel quite sure that in the years to come, when the history of Boston shall be re-written in the true perspective of time and of results, the name of Cardinal O'Connell will rank as one of the greatest that Massachusetts has ever produced.

CHAPTER XII

THE MUNICIPALITY

Old Systems of City Government Reviewed—Revising the City Charter—Noteworthy Changes Instituted by Notable Mayors

ON May 1, 1822, the town of Boston became a city. The change from the pure democracy of government by town meeting to a representative, or delegated form of government, had become an absolute necessity by reason of the growth of the community. Boston is now a municipality of seven hundred and forty-five thousand, four hundred and thirty-nine inhabitants, and the nucleus of a great metropolitan population of one million, four hundred and twenty-three thousand, four hundred and twenty-nine, comprising thirty-nine municipalities, organized for common administrative purposes into four metropolitan districts.

Boston, as a municipality, is now governed by a mayor and numerous executive departments, for the greater part under his direct control; a legislative branch consisting of a City Council of nine members serving terms of three years each, three members elected each year; a City Clerk and City Messenger elected by the City Council; a School Committee of five members elected for terms of three years, two elected two successive years, and one the third year; a Police Commissioner appointed by the Governor of the Commonwealth; various attendants upon the City Council, including a Clerk of Committees; the Boston Transit Commission, appointed partly by the Governor and partly by the Mayor, for the construction of subways and other features of publicly owned transit facilities; numerous minor officers such as constables, weighers of coal, measurers of grain, sealers of weights and measures and others. There are also various county officers, including the Judges of the Courts, Sheriff, Clerks of Court, Register of Probate, etc. A unique feature is a Finance Commission, appointed by the Governor to investigate and report upon the financial activities of the municipality. An Art Commission, the first to be constituted for an American city, passes upon the merit and location of works of art designed for public places; if requested by the Mayor or City Council, it may also pass upon designs for public buildings, bridges and other structures.

The original city charter, as well as all other charters for Massachusetts cities, until a comparatively recent period, provided for a bicameral legislative branch. In fact, the entire municipal system, which thus became traditional, was based upon the mistaken assumption that the city, as a political entity, demanded to be governed in practically the same way as a nation or a State, the main difference between them being one of magnitude. Every city government thus became a State government in miniature.

For a long period the mayors of Boston had comparatively little power beyond that of passing upon the enactments of the legislative branch either by approval or veto. The Mayor's appointments were subject to confirmation by the upper branch of the City Council: the Board and Aldermen. In the earlier days the Mayor's appointing power was of small moment in comparison with what it later became; the executive and

administrative functions were largely in the hands of the City Council, the conduct of the various departments being chiefly in charge of committees of the Council. While, therefore, our city governments were ostensibly based upon the principle also professedly followed by the Federal Government and the government of the various States of the Union: the separation of the executive and legislative functions,—in fact the two were so blended by means of the power over the Mayor's appointments exerted by the Board of Aldermen, through possession of the right of confirmation and rejection, as to make the upper legislative body actually a part of the executive branch. Thereby responsibility for executive acts was so confused and diluted as to be practically destroyed. It was long before this fundamental evil became apparent; the community was so small and the population so homogeneous that abuses which later became glaring did not develop to any marked extent. The Mayor was usually a prominent citizen of high standing. A Citizens' Convention customarily nominated candidates for the Board of Aldermen—commonly well known business or professional men. At present, however, the city elections were conducted along the lines of the national parties.

Many improvements in the methods of municipal government have been made, and these are to a great extent automatically operated in the direction of a higher efficiency.

With the growth of the city and the increase of municipal functions the city charter has been gradually revised from time to time. The greatest and most radical changes that had taken place up to that time were those adopted in the eighth decade of the nineteenth century, the 'seventies, when either the great emergencies that arose, or the increase of activities, made it imperative to replace the system of administration by committees of the City Council in charge of the various departments with a system of commissions appointed by the Mayor and, for the greater part, composed of salaried officials. Thus the great fire of November, 1872, made necessary the reorganization of the Fire Department; at about the same time a virulent epidemic of smallpox led to the organization of a Board of Health; the creation of a new water-supply from Sudbury River, with its vast engineering operations, made a water-board essential; the creation of a great system of public parks demanded the appointment of a Board of Park Commissioners with large powers and responsibilities—the latter remaining an unsalaried body upon which leading citizens were glad to serve for the sake of their capacity for public service until within a few years, when the board was reconstituted with a salaried chairman.

The administration of the police also became so important as to need the organization of a Board of Police Commissioners. And finally the danger of entrusting this function to corrupt partisan control became so great that the appointment of its members (it is now a single-headed body) was transferred from the Mayor to the Governor of the Commonwealth. Following is a list of the Mayors of Boston from the beginning of the city government to the present day:—

1822—John Phillips, one year.
1823—Josiah Quincy, six years.
1829—Harrison Gray Otis, three years.
1832—Charles Wells, two years.
1834—Theodore Lyman, Jr., two years.
1836—Samuel T. Armstrong, one year.
1837—Samuel A. Eliot, three years.
1840—Jonathan Chapman, three years.
1843—Martin Brimmer, two years.
1845—Thomas A. Davis, one year.
1846—Josiah Quincy, Jr., three years.
1849—John P. Bigelow, three years.
1852—Benjamin Seaver, three years.
1854—Jerome V. C. Smith, two years.
1856—Alexander H. Rice, two years.
1858—Frederick W. Lincoln, Jr., three years.
1861—Joseph M. Wightman, two years.
1863—Frederick W. Lincoln (again) four years.
1867—Otis Norcross, one year.
1868—Nathaniel B. Shurtleff, three years.



Edward T. P. Graham, Architect

CITY HALL ANNEX

This addition to the City Hall is of the steel-frame office building type. Its façade, with four giant fluted engaged columns, supporting in the attic story four allegorical female figures, has a fine effect of dignity

1871—William O. Gaston, two years.
1873—Henry L. Pierce, one year.
1874—Samuel C. Cobb, three years.
1877—Frederic O. Prince, one year.
1878—Henry L. Pierce (again) one year.
1879—Frederic O. Prince (again) three years.
1882—Samuel G. Green, one year.
1883—Albert Palmer, one year.
1884—Augustus P. Martin, one year.
1885—Hugh O'Brien, three years.
1889—Thomas N. Hart, two years.
1891—Nathan Matthews, Jr., four years.
1895—Edwin U. Curtis, one year.
1896—Josiah Quincy, four years (two terms).
1900—Thomas N. Hart (again) two years.
1902—Patrick A. Collins, three and three-quarters years (two terms).
1906—John F. Fitzgerald, two years.
1908—George A. Hibbard, two years.
1910—John F. Fitzgerald (again) four years (one term).
1914—James M. Curley.

The foregoing list includes many notable names. As a rule, with few exceptions, the mayors have been "leading citizens"—men of high standing in the community, both socially and in public affairs—many of them chosen for the reason of being prominent business men of sound sense. Few among them have been "politicians" in the rather uncomplimentary American sense of the term, although often active in political affairs. From the early days, however, there have been radical differences as to the conduct of municipal affairs; there have been many spirited contests, although issues were seldom drawn along national party lines until into the 'eighties.

The most hotly contested city election was that of 1844. Although "knownothingism" as such did not come to the front in Massachusetts politics until more than ten years later, there had been a steadily gaining sentiment against the foreign elements that were becoming so numerous in the population. Hence in that year a "Native American" party had become so numerous as finally to elect its candidate. In those days a plurality was not sufficient for election, so eight ballotings took place before a decision was reached; it was not until February 22 that Thomas A. Davis was elected mayor. Mayor Davis died in office, and Josiah Quincy, Jr., was elected for the unexpired term by the City Council, the citizens re-electing him for the regular term following.

Harrison Gray Otis, the third Mayor, had been Speaker of the Massachusetts House of Representatives, President of the Senate, Representative in Congress and Senator from Massachusetts before becoming Mayor. Samuel T. Armstrong was Lieutenant-Governor before serving as Mayor. Mayors Rice, Pierce, Collins, Fitzgerald and Curley have represented Boston in Congress.

Two Mayors later became Governors of the Commonwealth: Alexander H. Rice and William O. Gaston. Four Mayors were physicians: Doctors Jerome V. C. Smith, Nathaniel B. Shurtleff, Frederic O. Prince and Samuel G. Green. Dr. Smith was chosen only after another close election, three ballotings having been necessary. Dr. Smith was candidate of the Native American party; Benjamin Seaver, up for a fourth term, was the Whig candidate, and a Temperance party supported Jacob Sleeper. The charges of administrative inefficiency resulting from the great fire of 1872, together with the city's defective sanitation that led to the smallpox epidemic of that year, caused another close election. William O. Gaston, the Democratic candidate, was declared re-elected on the face of the returns, but a recount made the Citizens' candidate, Henry L. Pierce, Mayor by a plurality of seventy-nine votes. Six former Mayors are living at the present writing: Dr. Samuel G. Green, Thomas N. Hart, Nathan Matthews, Edwin U. Curtis, Josiah Quincy, John F. Fitzgerald.

Changes and improvements effected by the influence of Mayors have, as a rule, been due to the forceful and constructive personalities of the men then at the head of munic-



BIRD'S EYE VIEW OF PORTION OF BOSTON'S HARBOR

Photograph taken from Custom House tower. East Boston as seen across the harbor. From left to right the piers showing in the foreground are the Plant Line, Long Wharf, T Wharf, the United Fruit Company Pier and part of the Gloucester Steamship Company Pier

ipal affairs more than to the power actually exercised by them. The many other notable changes have been due to outside influences upon legislation and the shaping of public opinion. At times the lack of vision, of constructive ability, in the city government, caused great opportunities to be missed. For instance, the city government was so inert that for years no decisive step was taken to abate the intolerable nuisance arising from the Back Bay flats. The great Back Bay improvement might easily have been undertaken by the city itself, but it remained for the Commonwealth to deal effectively with it at last, and reap a magnificent financial harvest from the filling and the marketing of the new lands.

As early as its second year as a city, Boston had the fortune to have, in Josiah Quincy, the second Mayor, a great personality, far-seeing, and possessed of constructive imagination. He entered upon his office in full sympathy with that clause of the city charter that defined the powers and duties of the Mayor, enjoining upon him "to collect and communicate all information, and recommend all such measures as may tend to improve the city finances, police, health, security, cleanliness, comfort and ornament." In his inaugural address his faith in the future of Boston was affirmed in these words: "The destinies of the city of Boston are of a nature too plain to be denied or misconceived. The prognostics of its future greatness are written on the face of nature too legibly and too indelibly to be mistaken. The indications are apparent from the location of our city, from its harbor, and from its relative position among rival towns and cities; above all, from the character of its inhabitants and the singular degree of enterprise and intelligence which are diffused through every class of its citizens."

This optimism, which found expression in the important constructive works undertaken at Mayor Quincy's initiative, was well justified by the steady growth of Boston from that day to this, when it has become the centre of a great metropolitan population. Josiah Quincy well deserved the honor of the statue that stands in front of the City Hall; after his six years as Mayor he represented Boston in Congress, and later was for many years president of Harvard College. Under his administration a city debt was incurred amounting to six hundred and thirty-seven thousand dollars, all resulting from operations which obtained for Boston the New Faneuil Hall Market, the City Wharf, and land north of the new block of stores on North Market Street; also, free of encumbrance, the lands west of Charles and Pleasant Streets—a portion of the latter ultimately set aside for the Public Garden and the remaining portion marketed at a profit. These properties were estimated conservatively at values amounting to a total of seven hundred and seven thousand dollars. The "Quincy Market" improvement was a magnificent enterprise, involving the construction of six new streets over an area of flats and docks and resulting in a monumental development that even today remains impressive, although the handsome uniform granite façades of the stores opposite the long granite market-house on South and North Market Streets have been in late years unsymmetrically altered to meet the demands of trade.

One of the most important of Mayor Quincy's recommendations, urging an adequate water supply both for public health and convenience, and for protection against fire, failed of realization. The Jamaica Pond Water Company was furnishing a small supply, introduced in 1795 and flowing in primitive fashion through pine logs bored and joined like pump logs. This corporation continued to serve a limited district for something like ninety years, until the extinction of its privileges through the acquisition of Jamaica Pond for park purposes. It was the influence of the Jamaica Pond Water Company and of other interests that sought the privilege of supplying water, together with a popular fear of incurring a great indebtedness for the purpose, that delayed the introduction of a public supply until the administration of the second Mayor Quincy, Josiah Quincy, Jr., in 1848.

Not until the administration of Nathan Matthews, Jr., for the four years beginning with 1891, did a Mayor of Boston exert so profound an influence upon the development of the city as did the first Josiah Quincy. Mr. Matthews, an able lawyer and a comparatively young man, although active in politics, came to the office an unknown quantity. But he had studied abroad and had travelled extensively, and his observation of progressive municipal government in Germany had taught him much. His comprehensive recommendations for improvements, made in his inaugural address, were fairly startling. One conservative critic remarked that it was all very well to suggest such things, but it would take a generation to carry them into effect. Yet by the end of the year they had all been favorably acted upon and the legislation desired had been secured! A Transit Commission was appointed to study questions of rapid transit. The report of the advisory body resulted in the appointment of the Boston Transit Commission to plan and construct subways, tunnels, bridges, and other features of a transit system—the Tremont Street Subway, the first in any American city built for local transit purposes. The question of terminals for the railroads entering Boston was also considered by the preliminary transit commission. The improvement of the Charles River was another subject recommended by Mayor Matthews; the Charles River Commission, an investigating board appointed to study the problems involved, was the result. This led eventually to the creation of another great planning and constructing board, the Charles River Basin Commission, whose work, following the general lines of the Alster Basin at Hamburg, has resulted in a great monumental improvement. Mayor Matthews also brought about the constitu-



SUMMER STREET. A RETAIL SECTION OF THE CITY

tion of a Board of Survey for Boston, to undertake a general planning of highways for undeveloped areas. Great steps forward in the development of parks were taken under his administration. He was so deeply interested in the work of the Park Commission that he attended the meetings as regularly as if he were a member of the board; under his influence the system was assured completion as planned by Frederick Law Olmsted. He also took a deep interest in the project for a metropolitan park system, and his advocacy of the project was one of the determining factors in securing the desired legislation.

Josiah Quincy, a great-grandson of Boston's second Mayor, was the third Mayor of that name—a circumstance unprecedented in the history of American municipalities. His administration was also marked by a magnificent constructive enterprise, the consolidation of the railroad terminals on the south side of the city that resulted in the building of the South station, the city undertaking the laying out of the new streets called for and assessing betterments upon property benefited by the improvement.

About 1908 a Finance Commission was authorized by the Legislature, with large powers of investigation and recommendation. Under the chairmanship of Nathan Matthews, Jr., the former Mayor, such serious conditions were revealed that radical changes in the form of the city government were shown to be necessary. A new city charter was the result. The executive and legislative functions were rigidly separated. The Mayor was given a large responsibility. He was to be elected for a term of four years. Provision for recall at the end of two years was made, but essential to recall was a majority of the entire electorate, instead of a majority of those voting. Recall was thus made very difficult. The "short ballot" was a feature of the new charter, the only names upon the ballot being the candidates for three vacancies in the City Council, for vacancies in the School Board, and (once in four years) the candidates for Mayor. The Mayor submits the annual budget to the City Council, which is empowered to reduce items, but not to increase them. The Council consists of nine members, three retiring each year. The Council has no power to review the Mayor's appointments. But since it was felt that in the interest of the public the Mayor should not have absolute power of appointment and removal, the reviewing function was entrusted to the Civil Service Commission. Experience indicates that this would probably have been better had the power of confirmation and rejection been entrusted to a special board, judicial in function, as might be the case were it appointed by the Supreme Court. At present a Governor may be tempted to make the Civil Service board complaisant to a Mayor who may be of its own political complexion, notwithstanding the provision forbidding appointments for political motives—as instanced in confirmation of recent appointments to offices which, it was provided, should be filled by men professionally qualified by technical training. In the new charter, party designations on the ballot are forbidden. The School Board was untouched, having been reduced in membership from a large to a small number by previous legislation. The short ballot having proved so satisfactory in this instance, it was decided to extend the principle to the City Council. Here it has again worked well, apparently for the reason that, as in the case of members of the School Board, the office of Councillor being without patronage and having now no voice in determining the Mayor's appointments, has little attractiveness for predatory politicians.

A novel feature of the Charter is its provision of a permanent Finance Commission with large powers of investigation as to the conduct of municipal finances, but with no provision for making effective its recommendations. The publicity attendant upon this ventilating function proves wholesome.

In the cities of Great Britain the office of Mayor is purely honorary, and is conferred

as a matter of social distinction upon a person who can do the honors of the post handsomely,—the City, or Town Clerk, being the true executive head of the municipality and holding office by virtue of fitness and experience. In Germany the Mayor, or *Bürgermeister,* is chosen by the City Council to manage the city's business by reason of his training and experience in the work, just as the general manager of a great business corporation is chosen by the Board of Directors. In America the conduct of private business is based upon experience and fitness. In our even more important public business any man without experience or fitness may be eligible to occupy any position, however responsible, at command of the electorate.



SCOLLAY SQUARE OF 1910

AT THE JUNCTION OF TREMONT AND COURT STREETS, CORNHILL AND TREMONT ROW
A CENTRAL POINT FROM WHICH THE NORTHERN PARTS
OF THE CITY ARE REACHED



GOVERNOR SAMUEL W. McCALL

Governor Samuel W. McCall was born in East Providence, Pa., February 28, 1851, and was educated at the New Hampton, N. H., Academy and Dartmouth College. After admission to the Bar, he became interested in politics and was elected to the lower house of the Massachusetts Legislature. His public service was made memorable by securing the passage of the first corrupt practices bill ever passed by any legislative body in America. He was elected to Congress in 1892 and for twenty years took a leading part in the most important legislation of the country. He was elected Governor of Massachusetts in November, 1915. Dartmouth, Oberlin, Tufts Colleges and the University of Maine conferred the LL.D. degree upon him. He is a member of the Phi Beta Kappa, the Kappa Kappa Kappa fraternities and the leading clubs of Boston, Washington and New York. He is the author of many addresses and magazine articles, the lives of Thomas B. Reed and Thaddeus Stevens, and has lectured at Columbia and Yale Universities and Bowdoin College.



EX-GOVERNOR JOHN L. BATES

Hon. John L. Bates, ex-Governor, was born at North Easton, September 18, 1859. He was educated in the public schools of Taunton and Chelsea, the Boston Latin School and the Boston University. He graduated A.B. from the college in 1882, and LL.B. from law school, 1885. Taught school in 1882 and 1883 and was admitted to the bar in 1885. He was a member of the Boston Common Council in 1891-1892, and represented East Boston in the lower house of the Legislature from 1894 to 1899, being Speaker the last three years. He was Lieutenant-Governor in 1900, 1901, 1902, and Governor in 1903-1904, since which time he has been actively engaged in legal work. In 1903 Wesleyan College conferred the LL.D. upon him. He is president of the Board of Trustees of Boston University, director of the Chelsea Trust Co., the Columbia Trust Co., and the United States Trust Co., vice-president and trustee of the Wilde Savings Bank, and president and director of the Winnisimmett Co. He is a member of the Masonic fraternity, Odd Fellows, and United Order of Pilgrim Fathers.

WILLIAM B. DE LAS CASAS

Visitors to Boston are invariably attracted by the picturesqueness of the beach resorts, parks and bridges constructed and maintained by the Metropolitan Park Commission, and the successful work of that body is largely due to the persistent efforts of William B. de las Casas, chairman of the Board, who has labored zealously since its creation, for the beautification of various points about Boston. In 1892, Governor Russell appointed Mr. de las Casas, with Hon. Charles Francis Adams and Philip A. Chase, to the preliminary Metropolitan Park Commission, to report on the advisability of a system of metropolitan parks. In 1893, he was appointed a member of the permanent commission and was elected its chairman in 1895. He has been re-appointed a member and re-elected chairman ever since, and under his direction most of the beautiful work, that stands as a monument to the unceasing efforts of Mr. de las Casas and his associates, has been completed. Mr. de las Casas was born in Malden, March 3, 1857. His parents were Francisco Beltran de las Casas, a noted teacher of art and languages, who was born near Tarragona, Spain, and Elizabeth Carder (Pedrick) de las Casas, whose ancestors were prominent among the early settlers of Marblehead. He graduated A.B. from Harvard in 1879 and then taught school for two years in New York, after which he entered the Harvard Law School, obtaining the LL.B. degree and being admitted to the Bar in 1885. He began practice at once and was largely engaged in the management of trust and other estates and in realty development in Malden. He is a member of the Union club of Boston, Massachusetts Horticultural Society and vice-president of El Club Espanol. He is president of the Malden University Club, a member of the Malden Historical Society, trustee of the Malden Hospital, of which he was one of the founders and a warden, and for many years a vestryman of St. Paul's church of Malden.



WILLIAM B. DE LAS CASAS

JOHN A. DUGGAN

John A. Duggan was born in South Boston, April 5, 1888, and is descended from old New England ancestry. The family originated in Waterford, County Waterford, Ireland, and the American branch was established here in 1766. His great-great-grandfather was at one time proprietor of the old Hancock Tavern in Dock Square and at different times entertained General Lafayette and other noted men. Mr. Duggan was educated in the public schools and was appointed to the position of Constable in 1910. His work is of a general character, being mostly civil processes. His office is in the Tremont Building, and he resides at 90 Welles Avenue, Dorchester.



JOHN A. DUGGAN

HON. DAVID I. WALSH



EX-GOVERNOR DAVID I. WALSH

Hon. David I. Walsh, ex-Governor of Massachusetts, was born in Leominster, Mass., November 11, 1872. He graduated with honor from the Clinton High School 1890, the Holy Cross College 1893, and the Boston University Law School 1897. The degree of LL.D. was conferred upon him by the Holy Cross College in 1914. After his admission to the Bar, Mr. Walsh became a leading practitioner in Worcester County. In Politics he is a Democrat. Was elected a member of the Massachusetts House of Representatives 1890 and re-elected in 1891. Mr. Walsh was elected Lieutenant-Governor in 1913 and was twice chosen Governor of Massachusetts for 1914 and 1915.

His administration was noted for its many progressive policies, especially those acts for the promotion of the public health and the advancement of popular education. The establishment by the State of a Correspondence School for Working People, and the great improvements made in the legislation for workmen's compensation are cases in point. Mr. Walsh has offices in the Tremont Building.

JOHN F. DEVER

John F. Dever, Clerk of Committees of the City Council, was born in Boston, May 22, 1853. He filled several positions before becoming a clerk in the office of Registrar of Voters, when his active political life began. In 1880 he was elected to the Legislature and was re-elected in 1881, voluntarily retiring at the end of the two terms. In 1885 Mayor O'Brien selected him as his Chief Clerk, and in 1889 he became associated with the New England Piano Co. He was elected Alderman from the 10th District in 1892, was reëlected the following year, and was then chosen Alderman at large for 1894 and '95. He served in that capacity until 1896, when he was elected Clerk of Committees. Mr. Dever is Past Grand Knight of Mount Pleasant Council, K. of C., Past Chief Ranger of Mount Pleasant Court, Catholic Order of Foresters, president of the Roxbury Bachelor Club, and charter member and ex-president of the Clover Club.



JOHN F. DEVER

ARTHUR S. JOHNSON

Arthur S. Johnson, who has devoted his entire life to the Young Men's Christian Association and various forms of philanthropic work, was born in Boston June 4, 1863. He attended Mr. Noble's school, where he received a preparatory education, and then entered Harvard College, from which he graduated in 1885. Immediately upon leaving college he became interested in the work of the Boston Young Men's Christian Association, of which he has been a director for thirty years, and for the past twenty years its president. In addition to this interest Mr. Johnson is president of the City Missionary Society, president and member of the Board of Managers of the New England Home for Little Wanderers, president American Congregational Association; trustee, General Theological Library, the Massachusetts Bible Society; president, Massachusetts Temperance Society, and director of the Workingmen's Loan Association. Mr. Johnson is descended from old New England stock. His residence is at 253 Commonwealth Avenue.

HON. JAMES DONOVAN

James Donovan, city clerk, was born in Boston, May 28, 1859. He was educated in the public schools and began his career in a mercantile line. Becoming interested in politics at an early period, he filled many positions of importance and has been the friend and adviser of Governors and Mayors. In 1881, Mr. Donovan was elected to the Common Council and he also served in the Massachusetts House of Representatives from 1884-1888. He was a member of the Senate in 1889-90-91, and was a member of the Executive Council 1892-94. Mr. Donovan was a delegate at large to the National Democratic Convention in 1896, and held the office of Superintendent of Lamps under Mayor Quincy. Mayor Collins appointed him Superintendent of Streets, and he has been secretary and chairman of the Democratic City Committee. He is now City Clerk. Mr. Donovan is a member of the Boston City Club, the Young Men's Democratic Club and the Irish Charitable Society.



HON. JAMES DONOVAN



HON. WILLIAM S. McNARY

Hon. William S. McNary was born in Abington, Mass., in 1863 and was educated in that city and the English High School, Boston. Mr. McNary was a member of the Boston City Council and both branches of the state legislature; also served as secretary and chairman of the Democratic State Committee. He was elected to Congress in 1902 from the 10th Massachusetts district, serving for two terms, and retiring in 1907 to form the Drake and Hersey Company, furniture dealers. He also aided in forming the Hanover Trust Company in 1915, and is Chairman of its Board of Directors. He was appointed Harbor and Land Commissioner by Governor Foss in 1912, was chairman of that Board for four years and was associate member of the Boston Port Directors for two years. Mr. McNary was appointed in 1916 by Governor McCall as a member of the new Waterways and Public Lands Commission. Mr. McNary married in 1892, Miss Albertine A. Martin and has two children, Helen and William S., Jr.

HENRY L. WALKER

A familiar figure in the Courts of Cambridge is Henry L. Walker, Deputy Sheriff of Middlesex County, whose legal business is extensive.



HENRY L. WALKER

Deputy Sheriff Walker was born in Boston, October 1, 1875, and was educated in the public schools of Cambridge. At an early age he became clerk to Deputy Sheriff Richards, a position he filled for sixteen years. For the past eight years he has been Deputy Sheriff and as such is connected with the criminal courts of Middlesex county. He has an office in the Pemberton building and has been actively engaged in legal work around Pemberton Square for the past twenty-five years. Mr. Walker is a member of the Benevolent Order of Elks, the Owls, Sons of Veterans, the New England Order of Protection and the Knights and Ladies of Honor. He is a son of the late Horace H. and Mary Ann (Pritchard) Walker. His father was a veteran of the Civil War and was engaged in many of the notable sea and land engagements during the long struggle to put down insurrection. Mr. Walker is married and lives in Medford.

CHARLES H. FISH

Charles H. Fish, Consulting Engineer, was born in Taunton, Mass., and began his manufacturing career as assistant superintendent of the Amoskeag Mfg. Co., Manchester, N. H.; later he was agent for the Chicopee Mfg. Co., and then entered the engineering service of the U. S. Government. He was subsequently agent or general manager of the Cocheco Mfg. Co., Dover, N. H., B. B. & R. Knight, Providence, R. I., and the Garner Print Works and Bleachery, New York. Since 1912 he has been a consulting engineer in Boston, with offices at 85 Devonshire Street. Mr. Fish is secretary and treasurer of the National Association of Cotton Manufacturers, president and general manager of the Nouville Lumber Co., and director of the Concord R. R. He is a member of the American Society of Mechanical Engineers, American Chemical Society, Society of Chemical Industry, Franklin Institute of Philadelphia, ex-president National Association of Cotton Manufacturers, ex-governor of the Society of Colonial Wars, and holds membership in the Union and Engineers Clubs of Boston and the Chemists and Engineers Clubs of New York.



CHARLES H. FISH

The skill of New England engineers is to be met with in most of the great civic and industrial engineering enterprises throughout the United States, and Boston well sustains its reputation for the high character of its engineers—civil, consulting, and mechanical. The Massachusetts Institute of Technology is the leading school of its character in America.

STEPHEN O'MEARA

Stephen O'Meara, police commissioner, was born at Charlottetown, P. E. I., July 26, 1854, and was educated in the public schools



STEPHEN O'MEARA

of Boston, to which city he came in 1864. He was a reporter on the *Globe* from 1872-74 and on the *Journal* 1874-79. On the latter paper he was successively city editor, news editor, general manager, editor and publisher. He obtained a controlling interest in the *Journal*, which he sold in 1902, and was abroad in 1903-5, during which time Governor Guild appointed him police commissioner for the City of Boston. He was reappointed by Governor Foss in 1911 and recently reappointed by Governor McCall.

Dartmouth College honored Mr. O'Meara with the A.M. degree, and Boston College conferred the LL.B. degree upon him. He is a lecturer at Harvard on police administration and is a member of the Algonquin, Exchange, Press and Union Clubs.

Boston is not so old that she has forgotten any of her real historic dates, nor is she so young as to cherish a few with undue reverence.

HERBERT C. BLACKMER

Herbert C. Blackmer, deputy sheriff of Middlesex County, was born in Chelsea, Mass., July 21, 1875, and received his education in the public schools of Melrose and Malden. In 1893, before attaining his majority, he entered the office of the clerk of the Municipal Court of the city of Boston for civil business. He rose through successive positions of increasing importance until February, 1903, when he was commissioned Fourth Assistant Clerk. He held this position until September, 1909, when he was appointed Third Assistant Clerk, and remained as such until 1911, when he resigned to accept the appointment of Deputy Sheriff. Mr. Blackmer's long association with the Municipal Court made him familiar with every phase of legal work, and gave him a large acquaintance among the attorneys of the city, owing to the nature of his

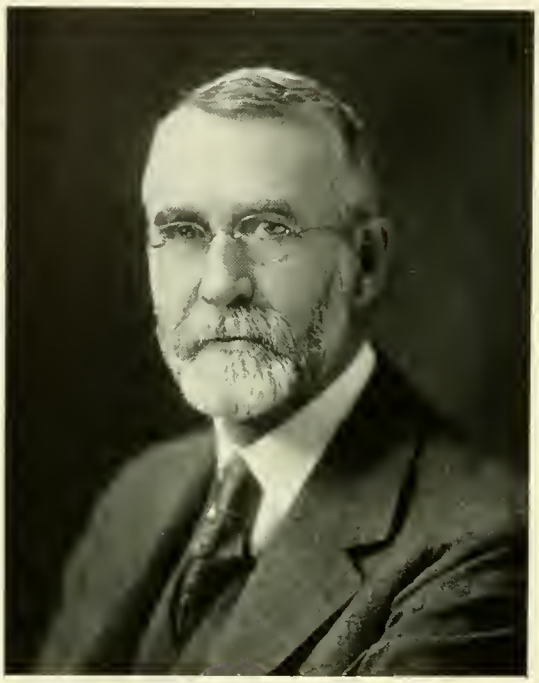


HERBERT C. BLACKMER

work, which is entirely of a civil character. He belongs to several clubs and social organizations, is married, and resides at 293 West Emerson Street, Melrose.

CHARLES T. MAIN

Charles T. Main, an engineer of national reputation, who is an authority on industrial, steam and power plant installation, was



CHARLES T. MAIN

born February 16, 1856, at Marblehead, Mass. He was educated in the public schools of Marblehead, after which he entered the Massachusetts School of Technology and since his graduation with the degree of S.B., in 1876, has been unusually busy along the line of his chosen profession. For three years he was assistant in the Mechanical Engineering Department of the M. I. T., and then became draughtsman for the Manchester Mills, N. H. He remained in this position for fifteen months and was then appointed engineer of the Lower Pacific Mills, remaining in this capacity for five years and subsequently filling the position of assistant superintendent for one year and superintendent for five years. He resigned in 1892 to take up the general practice of engineering, in which he has been very successful. Mr. Main prepares plans and specifications for the erection and mechanical equipment of textile mills, machine shops, foundries, electric light and power stations and industrial, steam and water plants. He makes designs for steam plants and examinations and tests, with reference to efficiency, improvement and economy of fuel, and examination of manufacturing properties and water powers with reference to their improvement and value. Mr. Main's long experience enables him to render quick decisions on conditions and values. In 1893 Mr. Main formed a partnership with F. W. Dean, under the firm name of Dean & Main, which continued for thirteen years. This association was dissolved in 1906, and for the past nine years Mr Main, practicing alone, has accomplished the most important work of his career, covering the entire United States and portions of Canada and Mexico. Included in this list of engineering achievement are the complete plants of the Wood Worsted Mills and the Ayer Mills at Lawrence, the Pacific Mills Power Station at Lawrence, the Columbian Rope Co., at Auburn, N. Y., the reorganization of the mills of the Dwight Manufacturing Co., at Chicopee, the new No. 11 mill and labor savings storehouses of Ludlow Manufacturing Associates at Ludlow, Mass., the improvements in the plant of S. Slater & Sons, Inc., of Webster, Mass., the complete new plant of the Tyre Rubber Co., at Andover, Mass., the complete plant of the Warrenton Woolen Co., at Torrington, Conn., the new brass foundry for the Yale and Towne Manufacturing Co., at Stamford, Conn., and the Rainbow Falls Development of 42,000 horse power, and the Great Falls Development of 90,000 horse power, on the Missouri River at Great Falls, Montana, and the Thompson Falls Development on Clark's Fork of the Columbia River of 60,000 horse power. Mr. Main is a member of the Exchange and Engineers Clubs of Boston, the Engineers Club of New York the Calumet Club of Winchester, the American Society of Mechanical Engineers, the American Society of Civil Engineers, the Boston Society of Civil Engineers, and the National Association of Cotton Manu-

facturers. He is a term member of the Corporation of the Massachusetts Institute of Technology, past president of the Boston Society of Civil Engineers, president of the Engineers Club, director of the Tennessee Eastern Electric Co. and of the Massachusetts Trust Co., and trustee of the Winchester Savings Bank. Mr. Main's offices are at 201 Devonshire Street. He was married November 14, 1883, to Elizabeth F. Appleton and resides in Winchester. He has always taken deep interest in the affairs of the cities in which he has made his home, and in 1887-8-9 was alderman of Lawrence, Mass., and in 1891 was a member of the School Board and trustee of the Public Library in the same city. From 1896 until 1907 he was a member of the Water Board of Winchester.

CHARLES F. HALE

Charles F. Hale, who is the founder and proprietor of the largest and best equipped furniture house in Dorchester, was born at



CHARLES F. HALE

Gainesville, Florida, December 12, 1865, and was educated at the Gainesville University, from which he graduated in 1885. Mr. Hale comes from old English ancestry, the founder of the American branch being Charles Evans Hale, who located in California early in the eighteenth century. His sons removed to Alachua County, Florida, about twelve miles from Gainesville, in 1732, and it was in this locality that Mr. Hale was born. In 1890, five years after completing his schooling, he came to Boston and began his career in the hotel business. He later entered the mercantile line and now has a completely stocked warehouse that extends from 132 to 138 Park Street, Dorchester. He is a real estate auctioneer and has sold many valuable parcels of land. He also acts as constable, having accepted that office at the request of political friends.

Mr. Hale is an active Republican, a thirty-second degree Mason, a member of the Mystic Shrine, the Elks, Odd Fellows and the Boston City Club. He was formerly a sergeant in the Ancient and Honorable Artillery Co. of Massachusetts and still retains membership in that famous organization. His city offices are at 10 Pemberton Square. He resides at 1 Waldeck Street, Dorchester.

The old Tremont Theatre, which stood on the site now occupied by the Tremont Temple, was first opened in 1835, in which year Charlotte Cushman made her début. It was also the scene of Fanny Kemble's first Boston appearance and the place of first production of opera in Boston.

C. J. H. WOODBURY

(DECEASED)

C. J. H. Woodbury, who was consulting engineer and secretary of The National Association of Cotton Manufacturers, was born in Lynn, Mass., May 4, 1851, and was educated at the Massachusetts Institute of Technology. He was a direct descendant of John Woodbury, one of the leaders of the Dorchester Bay colony, who settled at Cape Ann in 1623, and the family has since that period taken part in the affairs of the colony, province and commonwealth. Mr. Woodbury began practice in the city engineer's office in Lynn in 1871 and since that time he had figured prominently in his profession, receiving for his work on mill construction

the Alsatian Medal of the Societé Industrielle de Mulhouse for 1893, and for the preparation of the Insurance Rules on Electric Lighting, the John Scott Medal, upon recommendation of the Franklin Institute. The annual medal of the National Association of Cotton Manufacturers was awarded to him in 1910 for his work on the Bibliography of the Cotton Manufacturers, and in 1893 Tufts College conferred the degree of A.M. upon him. In 1906 Union College honored him with the Sc.D. degree and two years later he received the same degree from Dartmouth College. During his active career he had been engineer and vice-president of the Boston Mutual Fire Insurance Co., and assistant engineer of the American Telephone and Telegraph Co. He was a member of the various engineering societies and institutes and several leading clubs of New York, Boston and Lynn. Mr. Woodbury died on March 20, 1916.



C. J. H. WOODBURY

DESMOND FITZGERALD



DESMOND FITZGERALD

Desmond Fitzgerald was born in Nassau, N. P., May 20, 1846, and was brought to Providence, R. I., in 1849, receiving his education at the Phillips Academy. He was Assistant Secretary of State of Rhode Island and private secretary to General Burnside, after which he studied engineering with Cushing & DeWitt and then engaged in railroad construction in the West. He was chief engineer of the Boston & Albany R. R., 1870-73, and after being connected with the Boston Water Works from 1873 to 1903, was Consulting Engineer in many important public and private enterprises. He has served on a number of governmental, state, and municipal commissions. He was called to the Philippines in 1904 to report on the water supply, sewage system and docks for Manila. He was Chairman of the Massachusetts Topographical Survey Commission, and later a member of the Metropolitan Improvement Commission, reporting on the docks of Europe and preparing a plan for the docks at Boston Harbor. One of the most important of his works was the improvement of the quality of Boston's water supply, in which he did much pioneer work.

EDWARD E. BABB

Edward E. Babb, organizer and sole member of the firm of E. E. Babb & Co., dealers in school supplies, at 93 Federal Street, was born in Melrose, October 20, 1859. He started the present business in 1885 with a capital of $50 and has made it the largest concern of its kind in New England. Mr. Babb is a director of the Liberty Trust Co. and is a trustee of Pine Banks Park, which lies between Melrose and Malden. He is a member of the Boston Athletic Association, Melrose Club of Melrose, Merrimac Valley Country Club of Lawrence, and is Past President of the Amateur Athletic Union of the United States. Mr. Babb's ancestors were among the early settlers of Portsmouth, N. H.



EDWARD E. BABB

CHARLES S. SERGEANT

Charles S. Sergeant, vice-president of the Boston Elevated Railway Co., was born April 30, 1852, at Northampton, Mass. He entered the service of the First National Bank of Easthampton in 1868, rising to the position of teller. From 1872 until 1876 he was connected with railroad and iron companies in Michigan and returning East in that year became chief clerk and auditor of the Eastern Railroad. In 1883 he associated with Charles Merriam, who was fiscal agent of several railroad and land companies and in 1888 was appointed auditor and later second vice-president and general manager of the West End Street Railway. In 1897 he became second vice-president and in 1900 vice-president of the Boston Elevated Railway Co. He is a member of the Exchange, Algonquin, St. Botolph, Country and Engineers Clubs.



CHARLES S. SARGEANT

Mr. Sergeant is a great-great-grandson of Reverend John Sergeant, who was in 1735 a missionary to the Stockbridge (Mass.) Indians.

FRED B. COLE

Fred B. Cole, who is an authority on equipment and construction and general mill engineering work, was born in Kingston, Mass., August 13, 1867. He was educated in the public schools of Kingston and at the Massachusetts Institute of Technology, graduating as a mechanical engineer in June, 1888. After receiving his degree he became an instructor at the Institute, but resigned after a few months to accept a position with the Thompson-Houston Co., now the General Electric Company, in Lynn, Mass.

His next position was with E. D. Leavitt, designer of machinery for the Calumet & Hecla Mining Company. In 1892 he entered the employ of F. W. Dean, and engaged in the work of designing and testing engines and boilers for special purposes.

When Chas. T. Main became a partner of Mr. Dean, under the firm name of Dean & Main, he added a mill engineering depart-



FRED B. COLE

ment to the business, and Mr. Cole, who remained with the new firm, took up mill engineering work as Mr. Main's assistant, continuing until its dissolution.

When Mr. Main, in 1907, entered business on his own account, Mr. Cole engaged with him as principal assistant engineer, in which position he now is. He has been largely responsible for the design and construction of the steam power plants engineered by the firm, as well as several complete industrial plants.

Mr. Cole resides in Winchester. He is descended from old Plymouth stock, Governor Bradford being one of his ancestors on the paternal side, while the progenitor of the maternal branch was Francis Cook.

Mr. Cole is a member of the American Society of Mechanical Engineers and the Engineers Club.

CHAPTER XIII

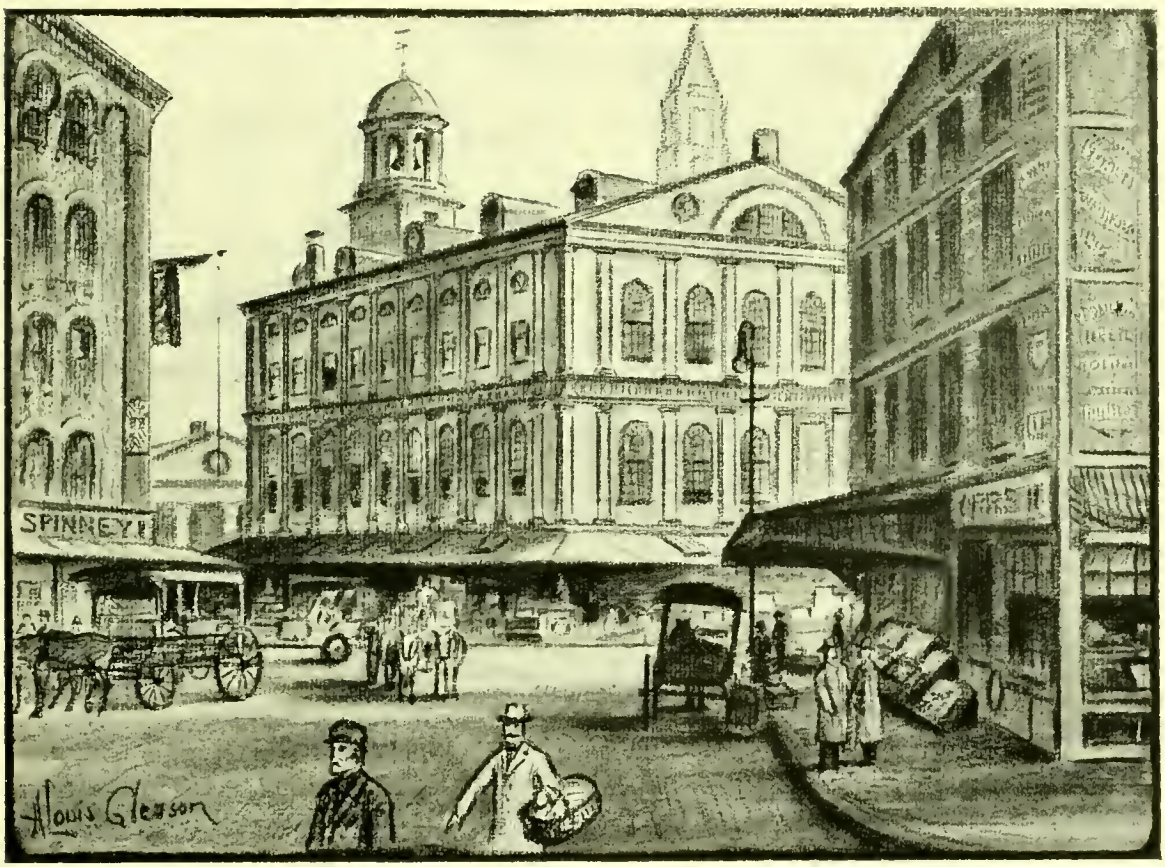
PUBLIC AND NOTABLE BUILDINGS

Boston's Many Monumental Edifices, Municipal, State and Federal—Notable Churches—Collegiate and Other Institutional Structures

THE oldest of Boston's public buildings is the Old State House. Its site at the head of State Street (originally King Street and, as its name suggests, in the early days the main street of the old town) was long the civic centre of Boston. Here stood the first Town House, built in 1657, on Boston's earliest market-place. Burned in 1711, it was rebuilt a year later, but was again burned in 1747. Whether any part of the Town House of 1657 was incorporated in the building of 1712 does not appear. But the present structure dates back to at least 1712, for the walls of the second Town House are those of the existing building. It was occupied by the courts and the legislature of the Colony and of the Province. After the revolution it became the first capitol of the Commonwealth, the General Court meeting here until the completion of the present State House on Beacon Hill. Then it reverted to town uses; when Boston became a city it was for a while the City Hall and the post office. Since the former was established in School Street it was let for private purposes; within it was sadly altered and the handsome, picturesque exterior was marred and mutilated; some of the original external features were shorn off, a rude mansard roof gave a third story for revenue purposes, and large business signs shockingly disfigured the exterior on all sides. In 1882 the increasing public regard for historic landmarks led to a careful restoration of the building both within and without, and the present condition very closely reproduces the original aspect. In 1909 the old-time aspect of the exterior was further enhanced by the removal of numerous coats of paint, bringing to view the original red brick. In front of the building, when the Stamp Act excitement was at its height, the mob burnt the stamped clearances. In 1768 the British troops were quartered in all parts of the building except the Council Chamber. In the Council Chamber James Otis made his great protest against the writs of assistance. On March 5, 1770, the "Boston Massacre" occurred in front of the building. The British commanders held their council of war here during the Battle of Bunker Hill. The Declaration of Independence was read from the balcony in 1776, as previously the death of George II and the accession of George III had been proclaimed. In 1778 the Count d'Estaing was received here by Governor Hancock; here the State constitution was drawn up and the convention met to ratify the United States constitution. In 1789 Washington stood on the balcony and reviewed a long procession. On Oct. 21, 1835, Wendell Phillips was here sheltered by Mayor Lyman from a pro-slavery mob. In the restoration the lion and unicorn of the British arms, that had been burned publicly on the celebration of independence, were replaced on the east front, and latterly they were reproduced in copper. With the

restoration the building above the first floor was leased to the Bostonian Society, which here maintains an invaluable museum of antiquities relating to Boston history. Later the basement was utilized for the State Station of the Washington Street Tunnel and the Devonshire Street Station of the East Boston Tunnel. Then, with the perfected restoration, the municipal and commercial offices in the first story were vacated and the entire interior above the basement given over to the Bostonian Society. The latter in turn gave the use of the two west rooms for the fascinating collection of the Boston Marine Museum, organized by A. Wadsworth Longfellow and associates.

The second oldest of Boston's public buildings is Faneuil Hall, the "Cradle of Liberty." With the Old State House and the Old South Meetinghouse, we have a trinity of public buildings that played great parts in the birth of the nation. Faneuil Hall was built in 1740 and given to the town by Peter Faneuil, a wealthy merchant of one of the refugee Huguenot families, for a town hall and market-house. The interior was burnt out in 1761 and rebuilt the next year. In 1805 the building was much enlarged and improved. A few years ago a general renovation was undertaken with the object of diminishing fire risks, and the wooden belfry was duplicated in copper.



Drawing by H. Louis Gleason

THE OLD HISTORIC FANEUIL HALL LOOKING EAST. THE TOWN MEETINGS AND DEBATES HELD HERE DURING THE REVOLUTIONARY PERIOD GAVE THE HALL ITS FAMILIAR NAME, THE "CRADLE OF LIBERTY." QUINCY MARKET BUILDING SHOWING BEYOND

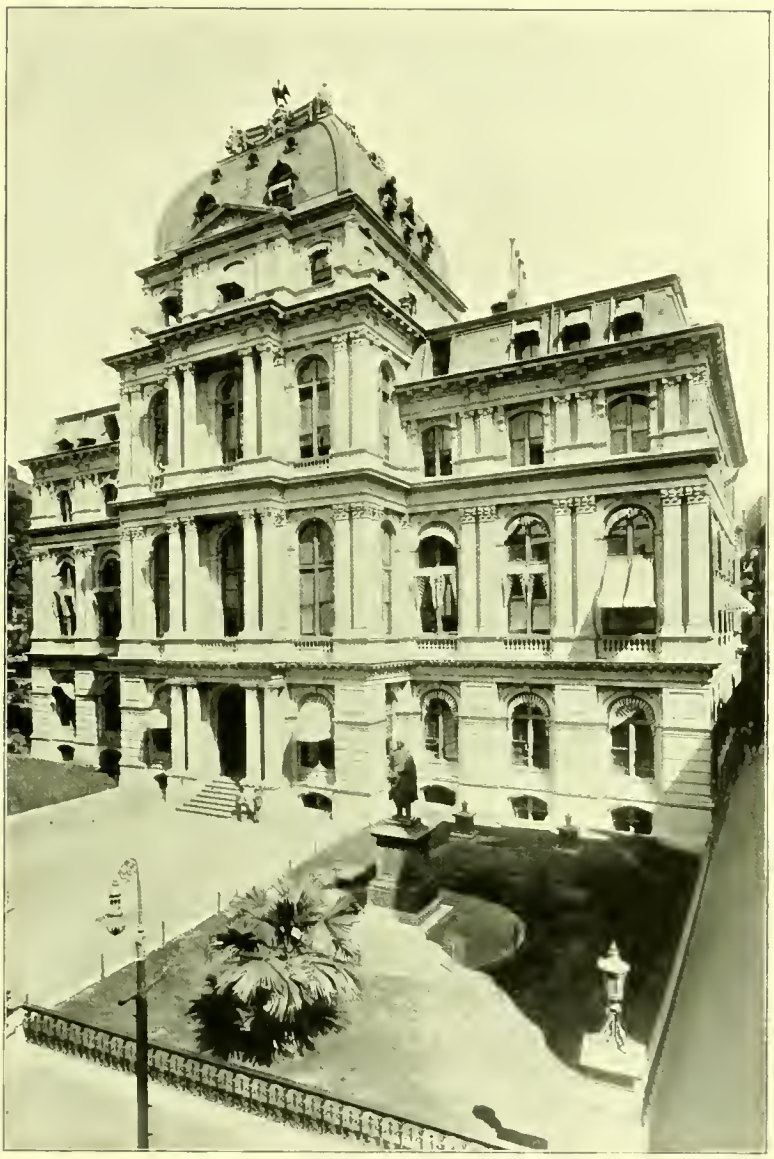
The large hall, seventy-eight feet square, has a gallery on three sides, added in 1806, when the hall was doubled in width and height. It is hung with many portraits of public men. The originals of most of these were so valuable that they have been removed to the Museum of Fine Arts for safety and replaced by copies. The town

meetings were held here; the demonstrations previous to the Revolution gave a great impetus to the movement for independence. Ever since, it has been the great place for popular gatherings; any group of citizens has the right to call a public meeting here, free of cost, on request to the city authorities. Here Wendell Phillips made his first appearance as an orator in behalf of the anti-slavery movement. During the siege of Boston Faneuil Hall was used as a playhouse; a play written by General Burgoyne, "The Blockade of Boston," with British officers as actors, was broken up at its first and only performance by the news that "the Yankees are attacking our works in Charlestown." The funds for rebuilding in 1761 were partly raised by lottery. The gilded grasshopper weather-vane on the cupola was copied from one on the London Royal Exchange. On the floor above the hall is the armory of the Ancient and Honorable Artillery Company, with a museum of Revolutionary and Colonial relics. Lease or sale of the hall is forbidden by the city charter. At public meetings there usually are no seats on the floor. The ground floor has always been used as a public market, and the streets around are included in the "market district," in which any farmer within seven miles has the right to stand with his wagon and sell his produce.

Faneuil Hall Market was enormously extended in 1825 by the erection of the great market-building between South and North Market Streets at the instance of the first Mayor Quincy. Appropriately it is built of Quincy granite and is popularly known as "Quincy Market." The building is five hundred and thirty-five feet long and covers twenty-seven thousand square feet. Over the central section is a handsome dome covered with copper. In the second story are warerooms and the rooms of the Fruit and Produce Exchange. Here in the second story and in Faneuil Hall were regularly held for many years the famous triennial exhibitions of the Massachusetts Charitable Mechanics Association: The "Mechanics' Fairs,"—a temporary bridge connecting with Faneuil Hall. The cost of this market-house was one hundred and fifty thousand dollars.

The City Hall, on School Street, begun in 1862 and finished in 1865, is a monument of the Civil War period—a time when the French Renaissance was the dominant influence in our architecture. It was designed by the architects Arthur Gilman and Gridley J. F. Bryant. In its rather florid elegance its effect was at first pleasing, but it soon palled upon public taste. Its interior has nothing noteworthy. It occupies the site of a Bulfinch structure, the predecessor of the old Suffolk County Courthouse that so long stood in Court Square, fronting on Court Street. When Boston became a city the Courthouse was remodelled for a City Hall, and later the granite Courthouse was built that lately was replaced by the City Hall extension, or "annex," of limestone. This extension, of the steel-frame office-building type, was designed by the architect, Thomas P. R. Graham. Its façade, fronting on Court Street with four giant fluted engaged columns supporting in the attic story four allegorical female figures, has a fine effect of dignity. The architecture of this new part will probably be that of the structure that eventually must replace the now antiquated School-Street section. Two bronze statues of eminent sons of Boston stand in front of the School-Street façade: that of Benjamin Franklin, by Richard Greenough, dating from 1856, was the first portrait statue erected in the city; that of the first mayor, the elder Josiah Quincy, a work of Thomas Ball, was erected in 1879.

In recent years "Municipal Buildings" have been erected in various sections of the city. These serve the people of their respective localities by providing convenient facilities for the transaction of business with the city and saving them the trouble of a journey to School Street; also as social and recreation centres with various popular activities, including rooms for meetings, gymnasiums, baths, etc. Such buildings have been erected in South Boston, Dorchester, East Boston, Charlestown, and Jamaica Plain. The Charlestown municipal building occupies the site of the old Charlestown City



BOSTON CITY HALL

This heavy granite edifice was begun in 1862. It is a monument of the Civil War period, a time when the French Renaissance was the dominant influence in our architecture. It occupies the site of a Bulfinch structure, the predecessor of the old Suffolk County Courthouse that so long stood in Court Square, opposite Court Street. Two bronze statues stand in front of the School Street facade: that of Benjamin Franklin, the first portrait statue erected in the city; and that of Josiah Quincy, the first mayor of Boston. The building has a handsome extension or "annex" of limestone facing on Court Street.

Hall, remodelled in 1872, shortly before annexation to Boston; the one in Jamaica Plain replaces Curtis Hall, the town hall of West Roxbury before annexation.

The City Hospital on Harrison Avenue makes a monumental effect from its approach from the west, its façade and dome on the axis of the view from Washington Street through Worcester Square. Here, and in several large adjacent structures, it houses one of the most important public hospitals in the United States. Its Emergency Branch, facing Haymarket Square, is in architectural effect on that commanding site similar to that of its predecessor, the original brick terminal station of the Boston & Maine Railroad. Another hospital building of importance is that of the Massachusetts General, on Blossom Street, designed by Bulfinch. But by far the most imposing and beautiful of medical structures is the marble group of the new Harvard Medical School on Longwood Avenue, its handsome court, on the axis of Louis Pasteur Avenue, making noble effect in the vista from the Fenway. Other architecturally fine public buildings of this class, massed in this neighborhood, are the buildings of the Harvard Dental School, the Children's Hospital, the Peter Bent Brigham Hospital, the Collis P. Huntington Memorial Hospital, and the Hospital for Animals erected as a memorial to the late George T. Angell, founder of the Massachusetts Society for the Prevention of Cruelty to Animals. Not far away, facing the Fenway, is the marble Forsyth Dental Infirmary for Children. This building, with its rare foreground of the Fenway landscape, makes a fine pendant for the great marble building of the Museum of Fine Arts, near by.

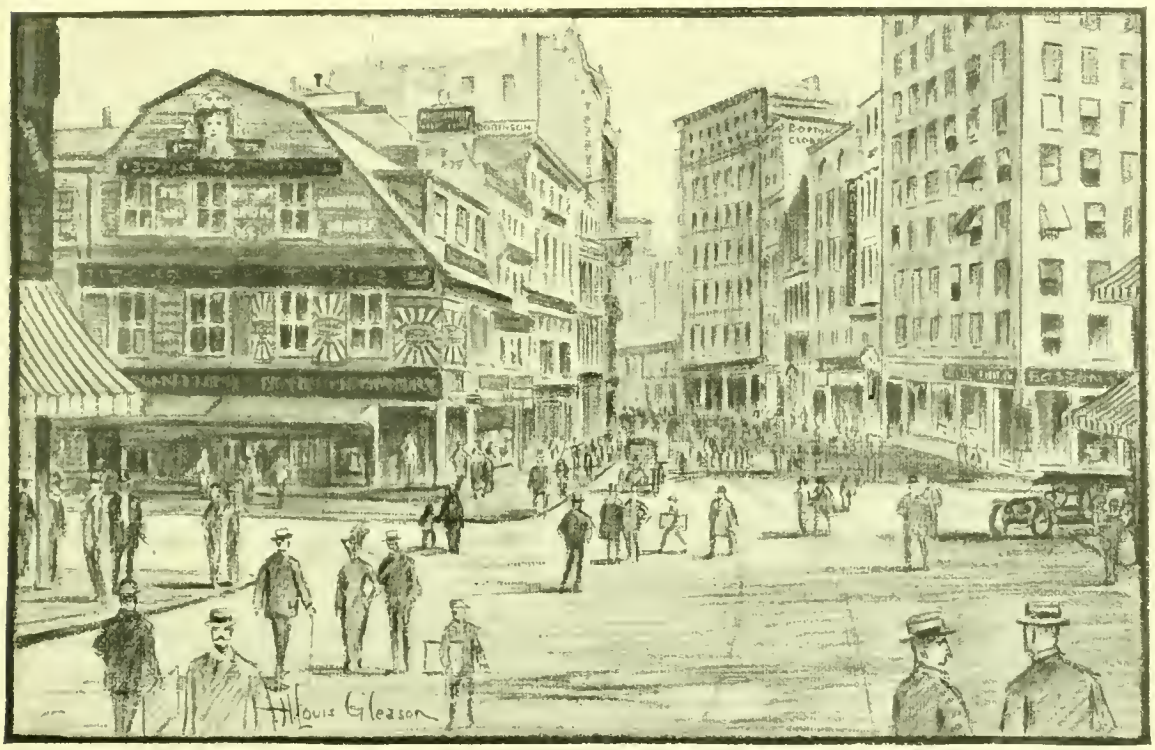
The architect of the Museum is Guy Lowell, who was awarded the honor of giving final expression to the elaborate studies of museums and galleries of art in all the leading cities of Europe made by a distinguished group of advisory architects appointed for the task when the removal from the Copley Square location to the new site was decided upon. Mr. Lowell's design for the colonnaded front on the Fenway, the extension built for the galleries of paintings provided by the munificent gift of Mrs. R. D. Evans as a memorial to her husband, represents a great advance over that of the Huntington Avenue façade.

The interior of the Museum is a model of convenient and artistic planning based upon a scientifically logical classification and arrangement. The halls, galleries and corridors are designed with a fine impressiveness. The arrangement of the various collections is twofold. On the main floor are the distinctively "show" exhibits in the best sense of the word—the cream of the collections in the way of beauty, value and general interest attractively displayed in harmonious environments that set them forth to the best advantage. In the basement are arranged the more strictly "study" collections, where they are easily accessible for research work and special examination. In various respects the Museum is one of the leading institutions of its kind in the world—a rank attained purely through the individual efforts of persons interested. In certain features the Museum leads the world, as in the art of the Far East, represented by the Morse collection of Japanese pottery, the Fenellosa collection of old Japanese and Chinese paintings, and the rich collections of Japanese and Chinese art presented by Dr. Sturgis Bigelow. The Museum is also said to have the finest collection of casts from the antique possessed by any institution of its kind; while in the departments of classic sculpture and in painting, of old masters and of modern art, the representation is unusually rich.

In contrast with the Museum of Fine Arts stands, not far away, the exceedingly plain exterior of Fenway Court, the famous Isabella Stewart Gardner Museum in the Fenway, which incidentally includes the city residence of its founder, Mrs. John L. Gardner. But the marvellous beauty of the interior, with its magnificent collections—including not a few of the world's masterpieces housed about a semi-tropical court—is enhanced by this external severity.

Fenway Court has for neighbors some

important educational institutions monumentally housed. Practically adjacent is the distinguished group of public-school buildings built for the Girls' Latin School, the Boston Normal School, and the building for the "model" grammar school serving as an adjunct to the Normal. This group, so beautifully harmonious in its development, is notable for the fact that the three units were assigned respectively to three prominent firms of architects: Peabody & Stearns, Maginnis & Sullivan, Coolidge & Carlson. And, instead of each firm asserting its own individuality in the work entrusted to it, they all joined in studying the problem as a whole, with the result of a beautiful unity in design. On the Fenway, beyond Fenway Court to the westward, stand the two main buildings of Simmons College, an institution for the vocational training of young women along the lines similar to those established in the Drexel Institute of Philadelphia. Peabody & Stearns are the architects. A little further on, at the corner of Louis Pasteur Avenue and the Fenway, is the imposing edifice of the High School of Commerce, designed in collegiate Gothic by the associated architects, C. Howard Walker and Kilham & Hopkins. The remarkable list of public and quasi-public institutions facing on the Fenway may be closed with a mention of the refined façade of the Massachusetts Historical Society at the corner of Boylston entrance, and its harmoniously designed next-door neighbor, the building of the Massachusetts Medical Library.



Drawing by H Louis Gleason

"OLD CORNER BOOK STORE," CORNER OF SCHOOL AND WASHINGTON STREETS, THE BUILDING AT THE LEFT WITH THE "HIP" ROOF

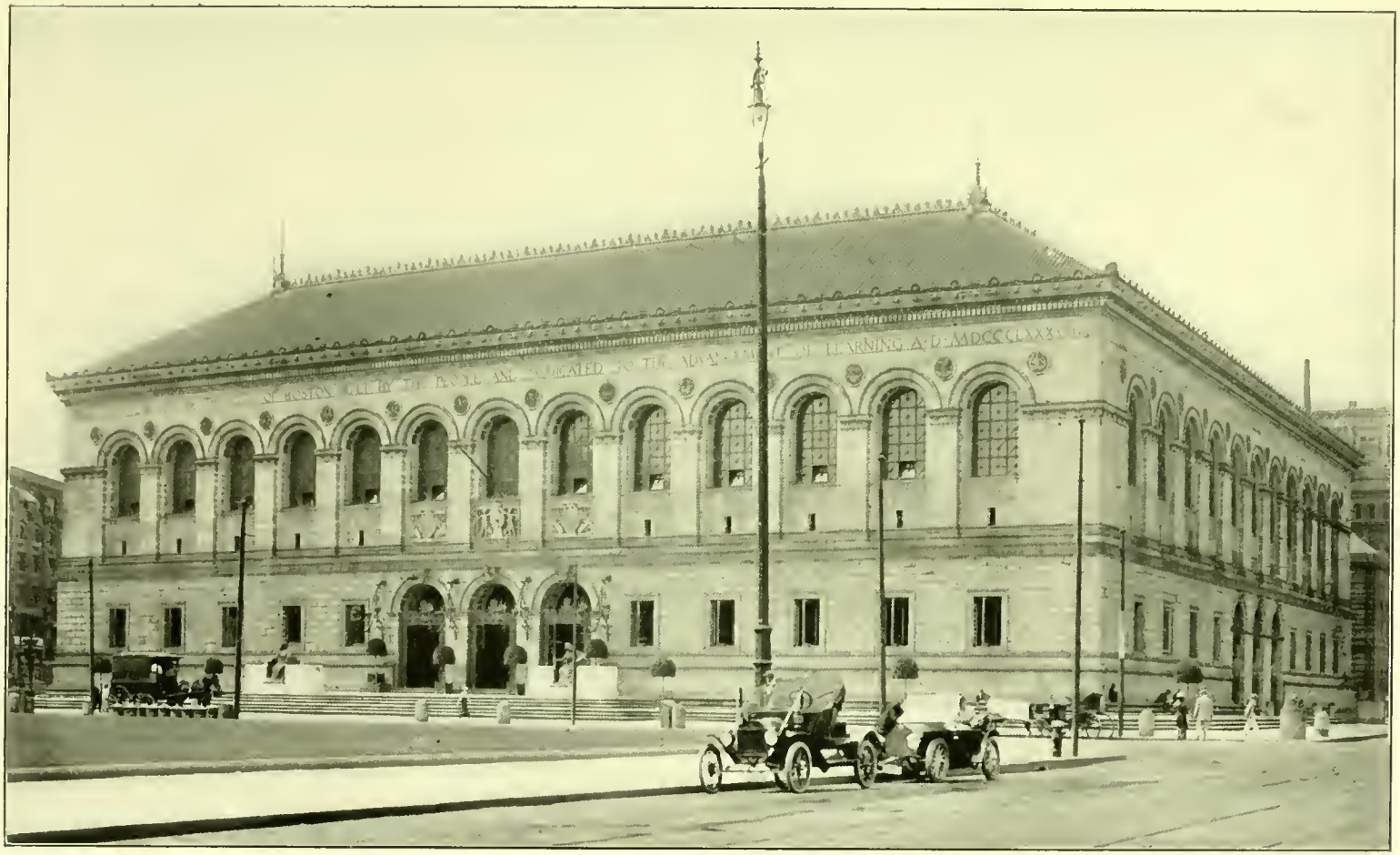
In connection with the Fenway neighborhood, mention should be made of one of the most distinctive of Boston's landmarks as seen from the Fens, enhanced by its diverse effects as it composes itself with the surrounding masses of buildings according to the point of view: the great dome of the Christian Science Church, designed by Charles Brigham. The building itself is somewhat over-florid in its rich ornamentation and is not particularly well-proportioned. But these shortcomings find

ample compensation in the admirable character of the dome. And the building itself is interesting and well justifies the creation of the garden that keeps the view unimpeded from Huntington Avenue. This is the "Mother Church" of the Christian Scientists. Hence for historical motives the original edifice, designed in a rather tame romanesque, contrasting crudely with the contiguous new part, has been preserved as being the first temple devoted to the doctrine.

The most monumental of modern Boston church edifices is Trinity, on Copley Square, where Phillips Brooks was the rector until his elevation as bishop. This is the most celebrated church designed by H. H. Richardson, the eminent architect who started the vogue in which the romanesque style was held in the last quarter of the nineteenth century. The suggestions for Trinity were derived from Spanish romanesque types. It is related that since at the time the funds available would not admit the development of the façade as he desired, Richardson purposely made it as unsatisfactory as possible in order to assure its ultimate completion—a work that was carried out by his successors: Shepley, Rutan & Coolidge.

On the Back Bay, in this immediate neighborhood, are to be found several other notable examples of ecclesiastical architecture. Two of these face Berkeley Street: the First Church, at the corner of Marlborough Street, designed by Ware & Van Brunt (also the architects of the Society of Natural History's building and of its neighbor, the Rogers Building of the Massachusetts Institute of Technology, on the open space enclosed by Boylston, Newbury, Berkeley and Clarendon Streets). The location of the Governor Winthrop statue before this church is more appropriate, and shows it to better advantage, than upon its original site in Scollay Square, where its dedication was a feature of the celebration, on Sept. 17, 1880, of the 250th anniversary of the settlement of Boston. It was modelled by Richard S. Greenough. The Central Church at the corner of Newbury is the work of Upjohn, celebrated as the architect of Trinity Church, New York. The graceful spire, an exceptionally beautiful example of English Gothic, is called Upjohn's masterpiece, possessing a certain delicate individuality lacking in his spire of Trinity. The new Old South, at the corner of Boylston and Dartmouth Streets, was designed by Cummings & Sears. Like Trinity, since 1875 it has been a conspicuous element of Back Bay architecture. Its handsome tower is a landmark from many directions, particularly in the vista down Boylston Street from as far away as the Common. From certain points of view it compares finely with the Public Library, serving as a campanile in relation to that structure. In this landmark Boston has a notable example of a "leaning tower." It appears that this was due not to any settlement of the foundation, but to a curious error in construction. It is related that one day, when the work had been carried to a certain height, the architect, Mr. Cummings, was at hand in his supervisory duty; the builder, referring to the tower, asked what he should go by as a guide in the perpendicular. Looking about the neighborhood, the architect noticed a high chimney on the Chauncy Hall School, then near by on Boylston Street. "You may as well go by that chimney," he said. But it turned out that the chimney was almost imperceptibly out of plumb. So, when the tower was finished, it proved to be quite perceptibly out of plumb, and leaning southward.

At the corner of Commonwealth Avenue and Clarendon Street is what is now the First Baptist Church, built originally for the old Brattle Square Church, a Unitarian Congregational society. This was designed by Richardson prior to his work on Trinity. The architect's strong individuality is shown in the celebrated frieze of this tower, with its colossal figures in low relief. This work was responsible for the famous colossal figure of "Liberty Enlightening the World," in New York Harbor. Richardson was a fellow student with Bartholdi at the Ecole de



THE PUBLIC LIBRARY OF THE CITY OF BOSTON, BUILT BY THE PEOPLE AND DEDICATED TO THE ADVANCEMENT OF LEARNING

Beaux Arts in Paris, and the two became intimate. When Richardson conceived this frieze he sent for Bartholdi to do it. And while here Bartholdi became so enthusiastic for America that he was inspired to design his "Liberty."

Of all the public buildings erected by the City of Boston, the Public Library stands at the head as the most beautiful. Its noble charm abides unabated, and it still ranks as one of the most beautiful monumental buildings in America. It was at the instance of a number of the foremost Boston architects that its design was entrusted to McKim, Mead & White; a competition for the work had proved unsatisfactory, and it was feared that in some way it might be given into unworthy hands. Mr. McKim gave to the task his individual attention and it is marked throughout with its exquisite taste. In its serene nobility and poetic graciousness it suggests a glorious musical work by a masterly composer. Being a world classic in architecture it has been described too many times to warrant a review here. Suffice it to say that Bostonians are beginning to appreciate their possession and to admire the judgment of Mr. Samuel A. B. Abbott, to whose foresight we owe so much, as expressed elsewhere.

From the inception to the completion of this classic structure, the construction was looked after by a board of five trustees, of which Samuel A. B. Abbott was president. All were men of the highest standard of integrity, and it was thought the original appropriation for the work would be ample in their hands, but when it was found that nearly three times the amount of the first estimate would be required, Mr. Abbott, as the directing spirit of the board, was censured in all quarters. None questioned his honesty—that was beyond reproach—but it was thought his ideals had led him into useless expenditure. No one knew that Mr. Abbott was giving to the city a building that is the most beautiful in the world devoted to literary purposes, but when it came to be realized that he had created an artistic palace that would endure for centuries, public sentiment changed, and at this late day those who formerly con-



SAMUEL A. B. ABBOTT
EX-PRESIDENT OF THE BOARD OF TRUSTEES OF THE BOSTON PUBLIC LIBRARY

demned are now loud in praising his unselfish and painstaking work. During his membership on the board, which dated from 1879, it was his aim to keep the library up to the standard established by preceding boards, the members of which were all eminent men, and eventually place it on the same plane as the British Museum. The library did at one period rank second, but it has now fallen to fourth place. Mr. Abbott fought this deterioration, which was brought about by a desire to popularize the library at the expense of its scholarly environment. Not being successful, Mr. Abbott resigned, and has lived long enough to see the people of Boston recognize the Public Library as his creation and to consider it a lasting monument to its creator.

Another monumental library building is the Boston Athenæum on Beacon Street, between Park Street and Tremont Place, its rear windows pleasantly overlooking the

Granary burying-ground. It dates from 1849, the Athenæum itself incorporated in 1807. It is the second great library in Boston and the largest private library, numbering between 200,000 and 300,000 volumes and valuable art collections. The architect of the present building was Edward Cabot. Very recently the building was enlarged by the addition of two new stories and completely rebuilt within, in a thoroughly fireproof manner. It was a masterly piece of reconstruction, carried out with extraordinary fidelity to the dignified beauty of the original interior. The hall on the second floor is an exact duplicate of its predecessor. The new part, on the fifth floor, is the general reading-room, with a fine barrel-arch ceiling. With all its newness and substantiality, the continuity with the old interior, so rich in historic associations with the days of Emerson, Holmes, Lowell, and Longfellow, seems unbroken.

The Natural History Museum at Boylston and Newbury Streets, dating from 1864, was the first monumental building completed on the Back Bay lands. Its refined and dignified design, the work of Ware & Van Brunt, was carried out in brick and brown sandstone with notable success. An appropriate original feature, not at all grotesque, or incongruous with the classic quality of the design, are the heads of animals in bold relief carved on the keystones of the windows. The Boston Society of Natural History was founded in 1831.

Another important building of an essentially educational character is Horticultural Hall, erected by the Massachusetts Horticultural Society at the corner of Huntington and Massachusetts Avenues early in the Twentieth Century, the handsome granite



HORTICULTURAL HALL

building at Tremont and Bromfield Streets having been outgrown. The architects were Wheelwright & Haven. Here are held the finest horticultural and floricultural exhibitions in the United States. The main exhibition hall was designed with special reference to its purpose, its floor on a level with the ground and admitting the bringing and placing of plants with the least trouble. The Massachusetts Horticultural Society, founded in 1829, is the richest organization of the kind in the world, achieving that enviable rank through its fortunate establishment of the pioneer modern rural cemetery at Mount Auburn. Boston has long been the centre of horticultural interests in the United States, and the activity of this so-

ciety has been a main factor in assuring that distinction.

Boston's musical life, wherein in many respects the city stands preëminent in America, is largely centred about three buildings in this neighborhood. On the opposite corner of Huntington and Massachusetts Avenues stands Symphony Hall, the successor of the historic Music Hall, down town, as the home of the Boston Symphony Orchestra, endowed by Major Henry L. Higginson, and a world-renowned organization. Symphony Hall was designed by McKim, Mead & White. Its acoustical properties are perfect.



AQUARIUM — CITY POINT

The same praise is given to the fine auditorium of the Boston Opera House, a little farther along on Huntington Avenue, designed by Wheelwright & Haven, and one of the best arranged and constructed theatre buildings in the new world.

On the opposite side of the avenue, a little beyond Symphony Hall, stands the building of the New England Conservatory of Music, the leading institution of the sort in America—also designed by Wheelwright & Haven. Here is the fine auditorium of Jordan Hall, the gift of Eben D. Jordan to the Conservatory.

Close by, a large plain building of brick houses the magnificent philanthropic and educational plant of the Boston Young Men's Christian Association. Among its notable features is the swimming-pool, one of the largest and best in the country—supplied with water from an artesian well.

Farther out on the avenue is the fine group of the Wentworth Institute, devoted to vocational training in the mechanic arts.

Also in this neighborhood stands the plain brick building that houses the Medical and Dental Schools of Tufts College.

The executive and central administrative activities of the Commonwealth of Massachusetts are mainly concentrated in the State House on Beacon Hill, originally secured for this site by the action of the town of Boston in purchasing for $4,000 the Hancock pasture and conveying it to the Commonwealth. Here the "Bulfinch front," as the part designed by Charles Bulfinch is now called, was erected in 1795. Then in 1853-1856 the "Bryant addition" (Gridley J. F. Bryant, architect) considerably enlarged the building on the north. Later, the extensive "annex" (Charles Brigham, architect), arching Mount Vernon Street and prolonging the building to Derne Street, covering the site of the granite Beacon Hill reservoir of the Boston Water Works, had the unfortunate result of sadly impairing the proportions of the building.

This part was added in 1889-1895. Now, more happily, the problem of restoring the historic character of the original interior and adequately planning harmonious wings, was lately given into competent hands. The original, or Bulfinch, part has thus been strengthened and so far as practicable made fire-resisting, while its beautiful old features —Doric Hall, the old Senate chamber, the old Hall of Representatives, and the chamber for the Governor and Council— have either been restored most painstakingly or preserved in their original aspect. In charge of a special board of architects (Robert D. Andrews, R. Clipston Sturgis and William Chapman) the new marble wings have been designed in harmony with the Bulfinch front, the latter painted white to agree with the marble, as in the case of the capitol at Washington, while the replanning of the grounds has assured a dignity and a quiet beauty that gives for the first time a landscape setting in harmony with the environment. The new wings, with the exception of a large auditorium, or room for legislative hearings, in the basement of the east wing, are devoted to office purposes. It seems likely that ultimately yet another new wing to the State House will be added for the accommodation of the State Library and the Supreme Court as an L of the annex, which would naturally entail a change of the latter from yellow to white by replacing the brick with a surfacing of marble. The approach to the State House is at present flanked by a statue of Daniel Webster by Hiram Powers, erected by the Webster Memorial Committee in 1859, and by a statue of Horace Mann by Emma Stebbins, the colored sculptor, a gift from Massachusetts teachers and school children. Before the entrance to the east wing stands an equestrian statue of General Hooker of the Civil War (an honor to "Fighting Joe," scathingly condemned by Charles Francis Adams, the younger, in his autobiography) by French and Potter. In the grounds on the east side is a reproduc-



BOSTON YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING

tion of the first Independence monument in the country, designed by Bulfinch and erected on the summit of Beacon Hill in 1700-1791. Near by are statues of Charles Devens (general in the Civil War and later judge), by Olin L. Warner, and of Nathaniel P. Banks (former governor member of Congress, etc.), by H. H. Kitson. In the Doric Hall is Sir Francis Chantrey's marble statue of Washington, the gift of the Washington monument committee in 1857, and the marble statue of Gov. John A. Andrew, by Thomas Ball, erected in 1871. Tablets near the Washington statue commemorate Charles Bulfinch and record the preservation and renewal of the State House. On the walls are portraits of various governors of the Commonwealth. Beyond is the Rotunda, or "Memorial Hall." Here are preserved the battle-flags of Massachusetts regiments in the Civil War. Here also are busts of various governors of Massachusetts and a beautiful memorial group in bronze by Bela L. Pratt, commemorating the nurses of the Civil War, erected by the Army Nurses Association. In four panels above are mural paintings depicting events in Massachusetts history: "The Pilgrims on the Mayflower" and "John Eliot Preaching to the Indians," both by Henry Oliver Walker, and "The Fight at Concord Bridge, April 19, 1775," and "The Return of the Colors to the Custody of the Commonwealth, December 22, 1875," both by Edward Simmons, a native of Concord. The last is notable as depicting a historic scene in front of the building within which is the picture itself. The mural painting in the Senate staircase, by Robert Reid, depicts another historic scene in Massachusetts history: a scene in the Council Chamber of the Old State House representing "James Otis making his Famous Argument against the Writs of Assistance in the Old Town-House in Boston, in February, 1761." Among the treasures in the State Library most precious is the famous Bradford manuscript of the "History of the Plimoth Plantation."

The national government is represented in Boston architecture by only two public buildings of monumental character. First of these is the Federal Building, occupying the block formed by Devonshire, Milk and Water Streets and Post Office Square. Its beginning dates from 1870. Its architecture, an infelicitous attempt in French Renaissance, has been termed "Mulletesque," its designer, Mullet, having been supervising architect of the treasury at the time. It is a contemporary of the still worse Federal Building in New York. It is of Cape Ann granite. The part facing on Devonshire Street, which then included only about half of the façades on Milk and Water, was finished externally, with the exception of the roof, at the time of the Great Fire of November 9-10, 1872. This great fire-proof mass served to arrest the advance of the flames, thus saving the section about State Street. The burning of the buildings to the eastward gave a good opportunity for the extension of the Federal Building; hence Post Office Square was laid out by the city for the sake of giving an effective frontage on that side. The two marble groups by Daniel C. French, "Commerce" and "Industry," give distinction to this façade. The ground floor and basement are occupied by the Post Office; the stories above by the United States Sub-treasury and the Federal Courts.

The United States Customhouse, on McKinley Square, India Square and State Street, dates from 1847. The original building, long colloquially known as "the Stone Fort," was an admirable example of the adaptations from classic styles in vogue in those days. The architect was Ammi B. Young. When it was built it was very appropriately the monumental feature of the water-front, the land now occupied by the great granite State Street block not having then replaced the open dock adjacent to Long Wharf. Its transformation, whereby the Customhouse became Boston's all-dominating landmark, dates from 1900. The original customhouse building was retained practically in its entirety, the beautiful old rotunda, with its columns and domed ceiling reproduced as the entrance hall of the new building. The best and

most practical feature of the new custom-house is its efficiency in the transaction of business, this having been achieved by the substitution of perpendicular transit for lateral locomotion, thus avoiding the necessity for long walks in going from department to department. The character of the new building as a landmark is indicated by the circumstance that it is seen by incoming passengers from Europe from as far away as Boston lightship, well out of sight of land. It commands a magnificent view over a wide extent of coast and far into the interior, including the mountain masses from Wachusett to Monadnock and beyond. The height of the tower is four hundred and ninety-five feet, eight inches.

Near by, on India Street, is the building of the Boston Chamber of Commerce, built in 1902. Its architects were Shepley, Rutan & Coolidge. It is of light granite; its semi-cylindrical form with conical roof, fringed by pointed dormer windows, gives it an unusual appearance. Its erection on this site was made possible by the public spirit of Henry M. Whitney, the founder of Boston's consolidated and electrified modern system of local transit.

The Boston Chamber of Commerce is a very old and substantial institution. It is the third in line of descent from the one bearing this same name which was founded some time between the years 1793 and 1904. It has over one thousand members, representative of the grain and produce trade especially, of the transportation interests, and of many manufacturing and mercantile lines. It owns and occupies property valued at several hundred thousand dollars and is in a prosperous condition financially. The Chamber worthily represents the rank and name of Boston among the business centres of the world. It has always been progressive and influential in maintaining Boston's commercial interests.



THE MOST TRAVERSED SECTION OF BOSTON COMMON, SHOWING FAMOUS OLD PARK STREET CHURCH (DATING FROM 1809), TWO SUBWAY ENTRANCES, CHARACTERISTIC OF MODERN BOSTON, AND THE STATE CAPITOL AT THE LEFT

FIRST NATIONAL BANK OF BOSTON



BUILDING OF THE FIRST NATIONAL BANK OF BOSTON
FEDERAL, FRANKLIN AND CONGRESS STREETS

The First National Bank of Boston has a capital of $5,000,000, surplus and undivided profits of $12,596,085.22, and deposits of $109,413,188.83. The officers are: Daniel G. Wing, president; Clifton H. Dwinnell, Downie D. Muir, Bernard W. Trafford, Palmer E. Presbrey, Francis A. Goodhue, Olaf Olsen, vice-presidents; Bertram D. Blaisdell, cashier; George W. Hyde, Edwin R. Rooney, William F. Edlefson, assistant cashiers, and Stanton D. Bullock, auditor. Incorporated as a national bank in 1864.

BOSTON SAFE DEPOSIT AND TRUST COMPANY



BOSTON SAFE DEPOSIT AND TRUST COMPANY BUILDING — FRANKLIN, DEVONSHIRE AND ARCH STREETS

The Boston Safe Deposit and Trust Company has been in active business since 1875. The Company has a paid up capital of $1,000,000. The officers of the Company are: Charles E. Rogerson, president, William H. Wellington, vice-president, William C. Williams, vice-president, and George E. Goodspeed, treasurer.

JOSIAH Q. BENNETT

Josiah Q. Bennett, capitalist, was born in Somerville, Mass., November 14, 1854, and was educated at the Somerville High



JOSIAH Q. BENNETT

School. He began his business career March 1, 1871, as a messenger for the Maverick National Bank, and was entrusted with duties of continually increasing importance until he arose to the position of cashier in 1879. He continued in this office until 1898, when he was chosen president of the Mercantile Trust Company, resigning in 1913 to devote his entire time to his private corporate interests, which are many and varied. He is president and director of the Athol Gas and Electric Co., secretary-treasurer of the Boston Brick Co., secretary of the Boston Woven Hose and Rubber Co., president of the Cambridge Electric Co., the Fresh Pond Ice Co., Marlborough Electric Co., Marlborough-Hudson Gas Co., Metropolitan Ice Co., Purity Distilling Co., Westborough Gas and Electric Co., Weymouth Light and Power Co., and director of Goepper Bros. Co. and the Metropolitan Wharf Trust. He is a member of the Exchange Club of Boston, Colonial Club of Cambridge, and the Belmont Springs Country Club of Waverly. On the paternal side Mr. Bennett is of English extraction, both families having settled here previous to the Revolutionary War, several of the members serving in the Colonial Army.

JOHN N. COLE

Beginning his business career in Andover in 1878, John N. Cole became in rapid sequence newspaper publisher, legislator and financier. He was born at Andover, November 4, 1863, and was educated in the public schools. At the age of twenty-five he was publisher of the Andover *Townsman*, in 1896 he had secured control of the Lawrence *Telegram*, and in 1910 of the *Fibre and Fabric* of Boston. Mr. Cole was a member of the Massachusetts Legislature from 1902 until 1908 and was Speaker of the House in 1906-7-8. He is treasurer of the Andover Press, treasurer of the Andover Realty Co., and president of the Joseph M. Wade Publishing Company. At present he is chairman of the Boston Industrial Development Board and a trustee of the Andover Savings Bank. His clubs are the Boston City, Boston Press, Meadowbrook Golf, and the Andover. He is a member of the Masonic Fraternity, the Grange, the Odd Fellows and Knights of Pythias. His offices are at 7 Water Street and his home is in Andover.



JOHN N. COLE

MERCHANTS NATIONAL BANK



MERCHANTS NATIONAL BANK BUILDING, 28 STATE STREET

The Merchants National Bank has a capital stock of $3,000,000 and deposits of $65,208,923.89. The officers of the company are: Eugene V. R. Thayer, president; Alfred L. Ripley, first vice-president; Charles B. Wiggin, Orrin G. Wood, A. P. Weeks, Edward H. Gleason, David M. Osborne, Horatio G. Curtis, vice-presidents; and Frederick C. Waite, cashier. It was incorporated as a national bank in 1864.

WILLIAM M. PREST

William M. Prest, attorney-at-law and former president of the Paul Revere Trust Co., was born in Blackburn, England, February 22, 1862. He was educated at Wesleyan Academy and Amherst College, graduating from the latter in 1888 with the degree of A.M. He obtained the LL.B. degree from the Boston University Law School in 1891 and was admitted to the Bar the same year. He was elected president of the Paul Revere Trust Co. in 1913, and under his direction the deposits increased over 100 per cent. Mr. Prest is still in active practice, with offices at 27 State Street. He is a member of the Boston City Club, the Boston Athletic Association, trustee of the Wells Memorial Association and Wesleyan Academy, and a director of the State Street Trust Co. Mr. Prest was appointed a member of the Boston Excise Commission on August 3, 1916.



WILLIAM M. PREST

WILLIAM G. SHILLABER

William G. Shillaber was born in Boston March 13, 1851, the son of Jonas Green and Caroline M. (Patten) Shillaber. With the exception of a few years when, as a lad, the family home was at Sanbornton, N. H., he has lived in Boston all his life, now residing at 275 Beacon Street. He commenced his business career as a clerk in the employ of the Rumford Chemical Works of Providence, at their Boston office, then under the management of Theodore H. Seavey, and later became their New England agent. His connection with this company covered twenty years. Mr. Shillaber retired from active business several years ago and has since given his time to the care of real estate and as executor and trustee of estates, and has been a director in various corporations and banks. For thirty years he has been much interested in the North End Savings Bank, as trustee, vice-president, and for the past seven years as its president. He has held public office but once, by appointment of Mayor Hibbard, he served for five years on the City Hospital Board of Trustees. He belongs to various clubs and societies. His hobby may be said to be book collecting, early Americana and Bibles being especially interesting to him. The estate, 61 Court Street, where his office is, has been in the family since 1783, and Mr. Shillaber is of the fifth generation to occupy the premises.

NOAH W. JORDAN

Noah W. Jordan, who rose from a mediocre position to a commanding place in the financial world, was born in Boston, December 30, 1846, and was educated in the public schools. He began his business career with the Suffolk Bank in 1863 and was connected with the National Bank of the Republic from 1864 until 1881. From there he went to the American Trust Company as vice-president, was elected president in 1900 and made Chairman of the Board of Directors in 1907. He is a director of the Columbian National Life Insurance Co., the American Trust Co., the Boston and Worcester Electric Co. and the Great Northern Power Co. Mr. Jordan is a member of the Country, Algonquin and Exchange Clubs and the Boston Athletic Association.



NOAH W. JORDAN

CAMBRIDGEPORT SAVINGS BANK AND HARVARD TRUST COMPANY

The handsome building at 689 Massachusetts Avenue, which is one of the most imposing in Cambridge, is occupied jointly by the Cambridgeport Savings Bank and the Harvard Trust Co.

Frederic W. Tilton is president of the first named institution; John R. Giles, treasurer; and William W. Dallinger, George A. Sawyer and John H. Corcoran are vice-presidents. The Bank was incorporated in 1853. Its system of individual banks for home use has led to the opening of many accounts among those who otherwise would not have formed habits of thrift. The Bank has a Guaranty Fund of $329,080; surplus $108,075.53, and deposits amounting to $6,706,938.05.

The Harvard Trust Company has as its president Walter F. Earle; vice-president, Edward D. Whitford, and treasurer, Herbert H. Dyer.

The company has a capital of $200,000 and surplus and undivided profits of nearly a quarter million dollars and deposits amounting to $2,665,106.34. It acts as executor, trustee and administrator, and is equipped with the most modern safe deposit vaults and storage rooms. The Board of Directors are: Walter F. Earle, William W. Dallinger, Warren H. Dunning, Frederic W. Tilton, Albert M. Barnes, Edward D. Whitford, John H. Corcoran and Edward J. Brandon. The company's banking and vault facilities are complete in every detail.



HOME OF THE CAMBRIDGEPORT SAVINGS BANK AND THE HARVARD TRUST COMPANY

WALTER S. GLIDDEN

Walter S. Glidden, banker and commission merchant, was born in Pittston, Me., April 30, 1856, the son of Daniel and Johanna (Dudley) Glidden. He was educated in the public schools and at a business college.



WALTER S. GLIDDEN

At the age of thirteen he became a printer's apprentice on the Kennebec *Reporter*, and coming to Boston in 1872, was employed in Frank Woods' printing shop. He was subsequently with B. F. Stacey in Faneuil Hall Market, with W. H. Gleason on Shawmut Avenue and with C. E. Bailey as manager. After this he organized the firm of W. S. Glidden & Co., which dealt in meats in the Blackstone Market. He disposed of this business in 1876, and became manager of N. E. Hollis & Co., which position he still retains.

Mr. Glidden's interests are many and varied, yet despite the time required to look after these, he is interested in philanthropic work, and a portion of each day is devoted to the charitable institutions with which he is connected.

He is president of the Charlestown Five Cent Savings Bank, Contractors' Mutual Liability Insurance Co., J. H. Whiton & Co., Hinckley Rendering Co., Sands, Furber & Co., and L. A. Johnson & Co. He is vice-president of the Mutual Protective Fire Insurance Co., sole owner of the E. T. Barrett Co., Faneuil Hall Market, director of the Beacon Trust Co., of which he is a member of the executive committee, director of the Winter Hill Co-operative Bank, the Massachusetts Fire and Marine Insurance Co., J. V. Fletcher Co., of Faneuil Hall Market, New England Dressed Meat and Wool Co., Sturtevant & Haley Beef & Supply Co., and the Swift Beef Co. He is president of the Winchester Home for Aged Women, the Hunt Asylum for Destitute Children, and trustee of the Somerville Hospital and the Somerville Home for the Aged. He was a member of the Governor's Council of Massachusetts from 1908 until 1911, and is a 32nd degree Mason.

At the present time he holds membership in the Boston Chamber of Commerce, the Boston Produce Exchange, the Independent Order of Odd Fellows, the Algonquin and Belmont Country Clubs of Boston, and the Central of Somerville.

In politics he is a Republican, but beyond membership in the Governor's Council, has never held a public position.

His home is in Somerville, Mass., and his business address, 51 North Market Street.

BOWEN TUFTS

Bowen Tufts, who at a comparatively early age has risen to a position of prominence in the financial world, was born June 17, 1884, at Somerville, Mass. He was educated in the public schools of Somerville, and his first position was with the firm of Jose, Parker & Co., bankers, in 1899. This firm eventually became C. D. Parker & Co., and Mr. Tufts finally attained the position of vice-president, director and manager. In addition to this interest, Mr. Tufts is a director and trustee in a score of electric, gas, water-power and street railway companies. He holds membership in the Exchange, Engineers, Belmont Country, and Boston Yacht Clubs and Masonic Fraternity.



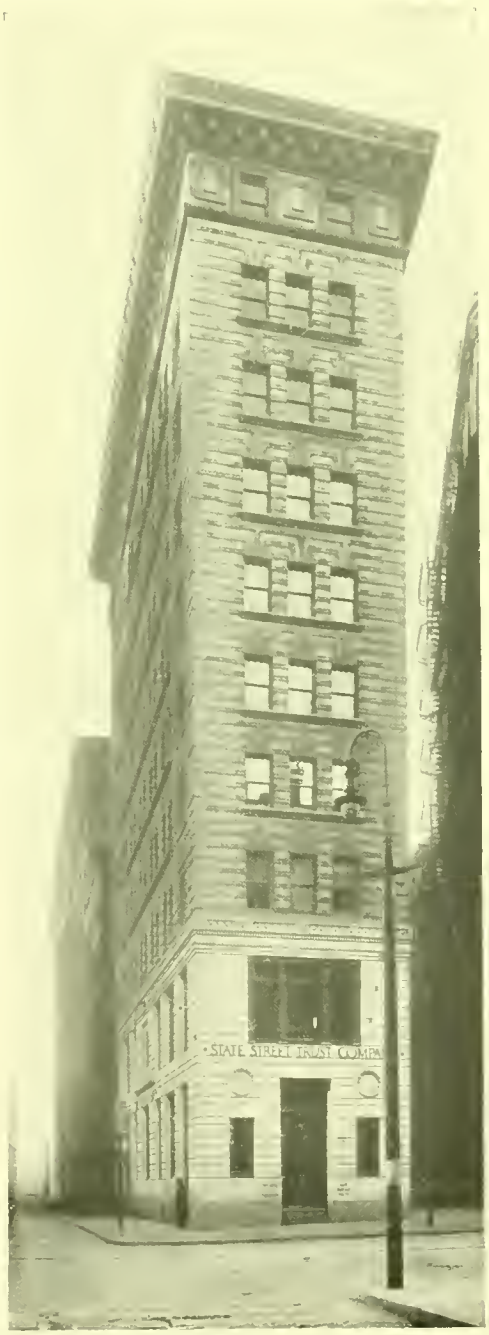
BOWEN TUFTS

JAMES JACKSON

James Jackson, secretary of the State Street Trust Company, was born April 21, 1881, in Boston, and received his preparatory education at the Groton School, Groton, Mass., after which he entered Harvard College and graduated in 1904. One year later he became associated with the banking firm of Lee, Higginson & Co., remaining with that well-known house until he was chosen vice-president of the Paul Revere Trust Co., a position he retained until amalgamation with the State Street Trust Company. Mr. Jackson comes of old New England ancestry, the founder of the family in America being one of the first settlers of Newburyport. He is a member of the Somerset, Tennis and Racquet, and several other clubs, and is active in the Good Government Association.



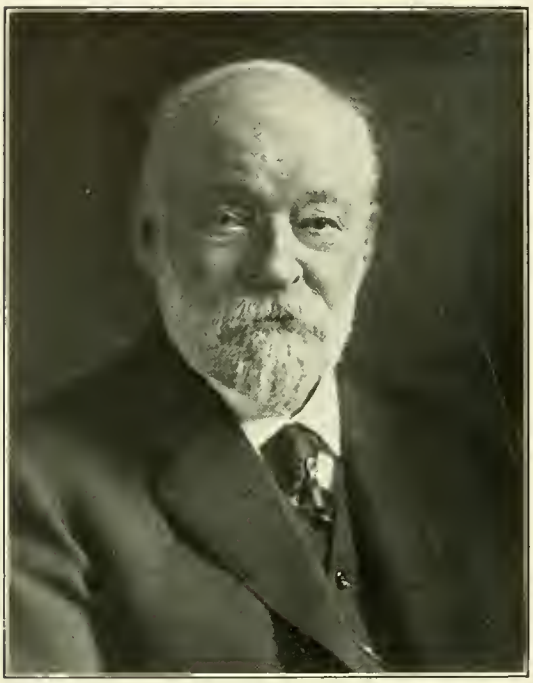
JAMES JACKSON



STATE STREET TRUST COMPANY
33 STATE STREET

ALLEN A. BROWN

I was first attracted to Allen A. Brown by his intense interest in music and the drama. This was many years ago, at a time



ALLEN A. BROWN

when he conducted a stationery store on State Street, and the devotion he then showed to musical and dramatic affairs has never waned, but has grown stronger with the passage of years, until now he is recognized as an authority and has, in the intervening years, worked assiduously to create interest in these arts. He has contributed largely to make accessible such works as will benefit students and all others, and his deep interest is manifested by his visits to the Public Library, to the musical and dramatic departments of which he devotes three days each week. Mr. Brown was born in Boston July 26, 1835, and received his preliminary education in the public schools of that city and in Roxbury. He afterwards entered Harvard University, from which he graduated in 1856, with the A.B. degree. Two years after leaving college he became a clerk in a State Street stationery store, and with that irrepressible force that has marked his entire career, rose to ownership and continued in the business for many years. He was subsequently appointed trustee of a large estate, and his selection for this important position led to other work along the same lines, until he finally decided to retire from commercial pursuits and devote his entire time to the work that had come to him unexpectedly and unsought. At the present time, at the age of eighty, he is contemplating retirement from all business connections and devoting his remaining years to pleasure and rest. Mr. Brown was never married. He is the son of Nathan and Ann (Haggett) Brown, and comes of an old English stock. His forbears settled at Salem and Ipswich in 1635 and figured largely in Colonial history. He is interested in several commercial enterprises, in the direction of which he is most active, being president and director of the Buzzards Bay Electric Co., Vineyard Haven Gas and Electric Light Co., and the Vineyard Lighting Co. Mr. Brown is a member of the Harvard Musical Association and formerly held membership in several similar organizations, from which he resigned. His activity demanded that he should be a factor in these associations, but the pressure of private business was such that he could not devote sufficient time to them, and rather than be considered a drone, he relinquished membership. The culmination of Mr. Brown's activities along art lines was when he announced his intention of presenting to the Public Library collections of works on music and the drama. No expense was spared by him in selecting these collections, and the works now on the shelves of the Public Library bear silent testimony to his voluminous knowledge of the subjects and his generosity in making the selections. Mr. Brown is also intensely interested in philanthropic work, and his charities, which are of a private nature, have been many and most liberal. His offices are at 27 School Street and he resides at the Hotel Clifford, 25 Cortes Street.

HORNBLOWER & WEEKS



THE HORNBLOWER & WEEKS BUILDING

At the corner of Congress and Water Streets, on the site where William Lloyd Garrison first published *The Liberator* in 1831, stands the new Hornblower & Weeks building, erected in 1908.

The building is a modern six-story stone structure, with steel frame and light Bedford limestone facings. The outside has been treated with simplicity, the object being to attract attention not by an abundance of decoration, but rather by its absence. The building presents a structure of well proportioned lines and spaces which depend for their artistic effect upon symmetry, with only the corniced top bearing any extensive ornamentation. The main entrance is at 50 Congress Street, and the whole building is designed with especial attention to lighting and ventilation facilities. The Company has offices in Boston, New York and Chicago.

OTIS W. HOLMES

Otis W. Holmes, efficiency expert, operating under the name of O. W. Holmes Co., was born in Milford, Mass., February 6,



OTIS W. HOLMES

1870. He was educated in the public and high schools of his native city, but his real knowledge was gained by hard experience that fitted him for the particular line of work that has been his life study—that is, efficiency in relation to mechanical products from the raw material in the factories to the finished commodity. Mr. Holmes is an auditor and accountant, but pays little attention to this work except in cases where it aids production. He is a skilled machinist, having started with the Draper Company in 1886, and his work is almost entirely along the line of mechanical economics and inventive engineering. In this connection he has done some of the most important work in the largest manufactories of New England, formulating plans and erecting special machinery to reduce cost and ofttimes making successful alterations on machines that were unsatisfactory and puzzling to the builders themselves. Mr. Holmes comes of old New England ancestry. His grandmother Holmes and ex-Governor Claflin were first cousins, and the paternal line was connected with the Clevelands, who founded Cleveland, Ohio. He is a member of the Boston Chamber of Commerce, Boston City Club, Boston Rotary Club, the Hunnewell Club of Newton, the Society of Arts of the Massachusetts Institute of Technology. He is also a member of Fraternity Lodge F. & A. M. of Newtonville. Mr. Holmes is a Republican in politics but joined the Progressives in 1912. He was Delegate to the National Progressive Convention in 1916. His offices are at 15 State Street.



BOSTON MUTUAL LIFE INSURANCE COMPANY BUILDING
77 KILBY STREET

A rapidly growing company, established for the mutual protection and prosperity of the citizens of Boston and New England.

JOHN HANCOCK MUTUAL LIFE INSURANCE COMPANY

The John Hancock Mutual Life Insurance Company, named after the Revolutionary patriot, John Hancock, was incorporated by the State of Massachusetts, April 21, 1862. It was backed by a guaranteed capital of $100,000, which was retired about ten years later. The first office of the company was at 41 State Street, Boston, and the Company received the certificate of the Insurance Department to issue policies on December 8, 1862. On February 23, 1891, the Company moved to its own building, 178 Devonshire and 35 Federal Streets, remaining in these quarters ever since. A new building has been added to the original building; a view is given here. It operates in eighteen States, with a large membership of policyholders. At the close of business on December 31, 1915, there were shown assets of $127,361,388.95, liabilities of $119,631,183.67, and unassigned, or safety funds of $7,730,205.28. The payments to policyholders which the Company has made since its organization, together with the accumulated reserves now held for the benefit of present policyholders, equal the sum of $262,378,375. It is one of the largest life insurance companies in the country, has no capital stock, and is operated solely in the interests of its policyholders.



JOHN HANCOCK MUTUAL LIFE INSURANCE COMPANY BUILDING

BOSTON INSURANCE COMPANY



BUILDING OF THE BOSTON INSURANCE COMPANY
CORNER KILBY AND MILK STREETS

The "Boston Marine Insurance Company" was incorporated in 1873 to conduct an exclusively marine business. In March, 1886, the Company was authorized to write fire insurance, but not until April, 1896, was fire underwriting actually begun. In April, 1898, the name of the Company was changed to the "Boston Insurance Company," by deleting the word "Marine," that its name might the better correspond with the increasing field of its operations. Automobile and Tourist Baggage insurance also forms a part of its business. The need of more room for expansion resulted in the erection of a new building, of polished granite and limestone (as shown in the above cut), and upon its completion in April, 1914, the Company moved to its new quarters.

From the time of the organization of the Company, Mr. Ronsom B. Fuller has held the office of President and still continues in that position, he having secured the incorporation, and to his efforts the success of the Company may be attributed.

CHAPTER XIV

EDUCATIONAL ADVANTAGES OF BOSTON

Development of the Learned Institutions, Colleges, Art and Music Schools—Libraries that Have Brought Boston Wide Recognition as a Great Educational Centre

THE advancement of the higher educational institutions in the past half century has had a marked effect upon the City's standing as an educational centre. Fifty years ago there were but two higher institutions in the City, and these were both very young. There were notable libraries, learned societies, and literary institutions which gave Boston its fame for culture; but these were small in number and not of large growth.

The two higher educational establishments were the Massachusetts Institute of Technology in the Back Bay, and the Roman Catholic Boston College at the South End. The story of the rise and rapid progress of the Institute, or "Tech," as it is fondly called—one of the earliest technical schools in the country and today the foremost institution of its kind—is one of the fascinating chapters of Boston's educational history. Before building on the "New Lands" was begun, and the establishment here of the City's finer institutions was agitated, an association of gentlemen who called themselves the "Committee of Associated Institutions of Science and Art," was formed to secure from the State a grant of land in this quarter for buildings for various institutions, among them the Boston Society of Natural History and the Massachusetts Horticultural Society, representing the industrial and fine arts, the purpose being to institute a Conservatory of Art and Science. This movement was made in 1859. Although it was not successful, the Legislature declining to grant the petition for land, it led directly to the establishment of the Institute of Technology. The next year, 1860, following the rejection of its petition, the Committee of Associated Institutions gave its endorsement to a memorial from Professor William B. Rogers in the establishment of "a School of Applied Sciences, or a comprehensive polytechnic college, fitted to equip its students with the scientific and technical principles applicable to industrial pursuits." The Rogers memorial also failed, in the Legislature of 1860. Then Professor Rogers outlined to the Committee a definite plan for the formation of an Institute of Technology having "the triple organization of the Society of Arts, a Museum or Conservatory of Arts, and a School of Industrial Science and Art." This the Committee most heartily forwarded in coöperation with a committee at large composed of twenty representative citizens. Professor Rogers was made chairman of the latter committee, and as a result of his energetic action, an act of incorporation was obtained from the Legislature of 1861, and a grant of land secured for the buildings of the new institutions; and also for a building for the old institution, the Natural History Society, dating from 1831, then occupying with its Museum and Library the building on Mason Street, now housing the Boston School Board. Of the ground granted, bounded by Boylston, Berkeley, Newbury, and Claren-

don Streets, the Natural History Society was given the easterly one-third, and the Institute the remaining two-thirds. The Natural History Building was the first to be erected, —in 1864. Tech was organized with Professor Rogers as president immediately after the charter was obtained: the Society of Arts being first formed in 1862, and the School of Industrial Science first opened in 1865 (in the Mercantile Library Building then on Summer Street), so that the institution was well under way when the main building—the present Rogers Building of old-time dignity—was finished and ready for occupancy in 1866. The first class, comprising a half dozen young men, was graduated in 1868. Thereafter the growth of the institution was marvellously rapid. It was favored from the start by liberal aid from individuals, one of the chief benefactors being Doctor William J. Walker of Newport, Rhode Island, who also was a generous giver during his lifetime and by his will to the Natural History Society; while in 1863, the Legislature had granted it a third of the annual income received from the fund created under the Act of Congress giving public lands to the States in aid of instruction in agriculture, mechanic arts, and military science and tactics, the condition being that the Institute should provide for instruction in military tactics. Early the Rogers Building was outgrown; other buildings in the neighborhood were occupied; and in 1884 the Walker Building, named for the generous donor of Newport, was added to the Institute's grounds. Professor Rogers lived to enjoy the full fruition of his noble



WILLIAM BARTON ROGERS
FIRST PRESIDENT OF TECH

Who had courage to go ahead with the Rogers Building when he had only fifteen students



RICHARD COCKBURN MACLAURIN
TODAY'S PRESIDENT OF TECH

Who has financed the new Technology and has maintained its Educational Standards



THE NEW TECHNOLOGY ON THE CHARLES RIVER PARKWAY, CAMBRIDGE

work, and he died, in June, 1882, literally in harness, within his beloved institution (and on the very day and hour of the graduation of one of the largest classes it had sent out), before a distinguished audience, just as he was beginning the delivery of his annual address. The Institute had then come to embrace the School of Industrial Science, devoted to the teaching of science as applied to the various engineering professions, as well as to architecture, chemistry, metallurgy, physics, biology, and geology; the Lowell School of Practical Design, established in 1872, by the trustees of the Lowell Institute for the purpose of "promoting industrial art in the United States"; and the Society of Arts, the latter holding meetings semi-monthly, and publishing its Proceedings annually. The Institute, opening in February, 1867, with seven pupils, registered at the time of President Rogers' death nearly a thousand. Professor Rogers retired from the office of president in 1870, and was succeeded by Professor John D. Runkle, but in 1878 he was reappointed to the position. The Institute is fittingly called his monument. General Francis A. Walker, his successor as president, brought the institution by rapid strides to an unrivalled position; Henry S. Pritchett, who followed General Walker, continued its wise development; while under the administration of the present president, Richard C. Maclaurin, Tech, now surpassed by no other school of the kind in the world, erected its new home, the "great white city," on the banks of the Charles, Cambridge side, in the heart of the picturesque Charles River Basin, the group of white buildings stretching along the river side for more than an eighth of a mile. The splendor of the picture which the "white city," with its pillars and domes, presents, is seen from the heights of Beacon Hill, looking down quaint Pinckney Street. The Institute was enabled to undertake this great work through the sumptuous gifts that came to it after the fiftieth anniversary of its founding, April, 1911, from alumni and other benefactors, a total of seven million, five hundred and thirty thousand dollars. At the fiftieth anniversary the Boston plant comprised, besides the Rogers and Walker Buildings on the Institute's original plot, the Engineering Building, on Trinity



BOSTON COLLEGE, UNIVERSITY HEIGHTS, BOSTON

Place, built in 1889, and its neighbor, the Henry L. Pierce Building, of later date, provided for in the will of Henry L. Pierce, who died in 1896; the Workshops, with the quarters of the Lowell School of Design, the latter erected in 1885, on Garrison Street; and the Gymnasium and Drill Hall, on Exeter Street. The roll of students of the Institute in 1915 had reached the impressive total of 1900.



BOSTON UNIVERSITY—THE COLLEGE OF LIBERAL ARTS ON THE LEFT

Boston College was founded in 1860 by the Fathers of the Society of Jesus, to be conducted by them. In 1863 it was incorporated by the Legislature with power to "confer such degrees as are usually conferred by colleges in the Commonwealth, except medical degrees." Its buildings were of a notable group on Harrison Avenue between East Springfield and Concord Streets, —the Boston City Hospital on the East side of the avenue, the Church of the Immaculate Conception and Boston College on the West side. Both church and college were completed in 1860-1861. The church is remarkable for elaborateness of design and richness of interior; the college was severely plain with no attempt at architectural display. In the course of time the growing institution outgrew the South End establishment, and at length a new plant of handsome structures on a handsome site, near the Brighton District, just over the Newton line and overlooking the Chestnut Hill reservoir, was erected, and removal made to "University Heights," as the site was fittingly named, in 1914.

During the last year of the 'sixties Boston University was chartered, and, with abundant means contributed by rich and generous Methodists, it had started into operation early in the 'seventies a full-fledged university, with its academic department, and graduate and professional schools, several of the latter ready made. There were the College of Liberal Arts, for both sexes, organized in 1873; the School of All Sciences—the Graduate School—organized in 1874; the Theological, Medical, and Law Schools

and the Schools of Music and of Oratory. The School of Theology was the first department to be established, which was accomplished by the simple process of taking over an old institution, the Boston Theological Seminary, dating back to 1839, one of the oldest schools of the Methodist Episcopal Church. Later in the year 1872, the School of Law was opened. Then in 1873 the departments were completed with the establishment of the College of Liberal Arts, the School of Oratory, and the School of Medicine: the latter the Homeopathic Medical College connected with the Massachusetts Homeopathic Hospital, at the South End. The College of Liberal Arts and the university headquarters were at the outset established in a spacious old-time dwelling-house then on Beacon Street, nearly opposite the opening of Bowdoin Street; while the professional schools were scattered in various parts of the City. In less than a decade the College of Liberal Arts had quite outgrown its contracted quarters, and in 1882 the trustees had erected a main University Building for its occupation, and as the university headquarters. This University Building was on Somerset Street (now the home of the Boston Lodge of the Order of Elks), and occupied the site, and utilized the side walls, of the old Somerset-Street Baptist Church,—the descendant of the First Baptist Church, long known in its day as "Dr. Neale's Church"—the Reverend Rollin H. Neale, its minister for forty years,—and famous for its spire, which, from the heights of the site, reached the tallest in town. The new building was formally named "Jacob Sleeper Hall," in honor of Jacob Sleeper, one of the three founders, or



THE YARD AT HARVARD, CAMBRIDGE, MASS.
THIS WORLD FAMOUS UNIVERSITY, REALLY A BOSTON INSTITUTION, IS LOCATED IN THE ADJOINING CITY OF CAMBRIDGE

the original corporators, of the university, —Lee Claflin, Jacob Sleeper, and Isaac Rich, the last named its greatest benefactor



DR. SAMUEL S. CURRY
ONE OF BOSTON'S WELL-KNOWN EDUCATORS

who left by his will his entire estate, after the payment of certain other bequests and claims, from which the institution realized, instead of a million and more, about seven hundred thousand dollars, the property having depreciated through the "Great Fire" of 1872. With the erection of the University Building, or about that time, the Law School, which had started in rooms on the South side of Ashburton Place, occupied the Mount Vernon Church building on the North side; while the Theological School became sumptuously housed on Mount Vernon Street in the block of two heavy stone mansions erected in the 'fifties for the brothers, John E. and Nathaniel Thayer, the eminent merchants, and benefactors of Harvard College. In 1914-1915 the stone Chapel, in connection with the school, was erected in the deep yard of the mansions, facing Chestnut Street. In 1908 the College of Liberal Arts and the University headquarters moved into a new University Building, or Jacob Sleeper Hall, on the Back Bay, on Boylston Street, adjoining the Boston Public Library. This was the former building of the Harvard Medical School, remodelled and enlarged, which the university purchased upon the Medical School's removal to its new quarters, the impressive group of buildings on Longwood Avenue beside the Fens. In 1913 the College of Business Administration was added to the university's professional schools. The first president of Boston University, William F. Warren, retired in the fullness of years and at the height of the prosperity of the institution, when he was made President Emeritus. His successor was Doctor William E. Huntington, now dean of the Graduate School; and Doctor Huntington was succeeded by the present president, Doctor Lemuel H. Murlin, under whose administration the growth and usefulness of the university continues prosperously. The enrollment of students for 1916 numbered twenty-six hundred.

In 1873 the Massachusetts Normal Art School was established by act of the Legislature, primarily as a training-school to qualify teachers to carry out the provisions of a law passed three years before, making free instruction in drawing obligatory in the public schools in cities and towns of the State of over ten thousand inhabitants. While a training-school was its specific object, however, it also aimed to provide for high skill in technical drawing, and for industrial art culture: and was opened to students other than teachers. It was a State institution with a Boston flavor. Professor Walter Smith, an Englishman, coming from London with a reputation as a superior art instructor, was made the director, or principal, of the school. At that time Professor Smith was director of drawing in the Boston public schools. Beginning in a small way, the institution, under Professor Smith's masterly hand, developed rapidly. Its first quarters were the upper floor of a dwelling-house in Pemberton Square, just turned over for business uses. These quarters were soon outgrown and removal was made to larger ones in a building on School Street.

Soon the School-Street quarters were outgrown, and another removal was necessary. This was made to the South End, where a whole house was occupied. This house was a local landmark known as the "Deacon House," from the family for whom it was originally built, in the fifties: a villa of brick, an early exemplar in this country of the French-roof style of architecture, from designs of a French architect, M. Lemoulnier, set in a large enclosure bounded by three streets, with square entrance lodge, stable, and other outbuildings. The Deacon House in its turn was soon outgrown.



SIMMONS COLLEGE — FENWAY

Meanwhile in 1879, the State had set aside a lot in its part of the "New Lands," on the Southwest corner of Exeter and Newbury Streets, for a building for this school, and in 1886-1887 the structure was erected and occupied. This is the present well-designed Normal Art School Building, now outgrown. The State Board of Education, under whose direction the school works, is talking of the need of a larger and more modern structure, so that the school may soon remove to a spacious new site on Commonwealth Avenue, near Cottage Farm, there occupying handsome new buildings. Walter Smith remained the principal of the school till 1882, when difficulties having arisen between him and the Board of Visitors representing the Board of Education, and a long investigation having been made before a committee of the Legislature, he retired. His successor was Otto Fuchs, who had been assistant professor of drawing in the United States Naval Academy; and Professor Fuchs in turn was succeeded by George H. Bartlett. The school has become one of the largest of its kind.

In 1880 the St. John's Theological Seminary, Roman Catholic, was founded, and in 1885 opened to students. Its secluded grounds comprise a beautiful estate, formerly a country seat in the Brighton district on Lake Street, consisting of many acres of partially wooded land. Its building, of massive walls and turrets, a quadrangular structure, in the Norman style of architecture, has been pronounced probably unsurpassed for its purpose in this country.

In 1899 Simmons College, for women, to provide instruction in such "branches of art, science, and industry" as "best calculated to enable its pupils to acquire an independent livelihood," was chartered, and shortly was opened to students. This beneficent institution was provided for in the will of John Simmons, a Boston merchant, who died in 1870. He was the first to begin the manu-

facture of ready-made clothing, in the 'thirties, which became one of the large industries of the City. Mr. Simmons left a sum of money to found the college, but the institution was not to be established until a specified period after his death, when the sum, in the hands of trustees, should accumulate, through investment, to a substantial figure. In 1899 it amounted to upward of a million and a half. Mr. Simmons' scheme comprehended the "Simmons' Female College" for the teaching, among other "branches of art, science, and industry," medicine, music, drawing, designing, and telegraphy. The college buildings, on the Fenway, next beyond "Fenway Court," Mrs. Jack Gardner's "Venetian Palace," are among the most attractive educational groups in the city.

In 1904 the Wentworth Institute, a school of "the mechanical arts," with day and evening courses, provided for in the will of another Boston merchant, Arioch Wentworth, was chartered, and the erection of its buildings and its work were begun in 1913. These buildings, now a notable group, occupy an ample enclosure on Huntington Avenue, at the corner of Ruggles Street, nearly opposite the Museum of Fine Arts.

The Suffolk Law School, founded in 1906 by Gleason L. Archer, occupies most comfortable quarters at 45 Mt. Vernon Street. The School is truly cosmopolitan, and as classes extend until 9 P.M., it has a roll of young men who are able to attend evening classes, as well as a splendid day attendance.

Fifty years ago, while the educational institutions of the City were few, the honest scholar, student, researcher, writer, were hospitably received in the great libraries, public and proprietary, for which Boston was then famous—the Boston Public Library, the Boston Athenæum, the Boston Library, the Mercantile Library, the libraries of the Massachusetts Historical Society, the New England Historic Genealogical Society, the Massachusetts Horticultural Society, the Boston Society of Natural History; and the most valuable library of Harvard University. In the half century that has passed, all these libraries, with the exception of the Mercantile Library, have increased to large proportions, and the same liberality in their use is shown resident and visitor as of yore. It is probably true that within a radius of twenty miles of Boston there are more books publicly available than in any similar area elsewhere in the world. There are not less than five million volumes, and probably a good many more—the Boston Public Library, the Harvard University Library, and the Boston Athenæum containing three million and a half of these.

So Boston is still a treasure house for American scholars and students.



PERKINS INSTITUTION FOR THE BLIND

Founded in 1829, by Dr. Samuel G. Howe. A feature of South Boston's early development. Celebrated among the students here have been Laura Bridgman and Helen Keller

LELAND T. POWERS



LELAND T. POWERS
HEAD OF THE LELAND POWERS SCHOOL OF THE SPOKEN WORD

Leland T. Powers, founder and principal of the Leland Powers School of the Spoken Word, was born January 28, 1857, in Pultneyville, N. Y. After graduating from Phillips Academy, Andover, Mass., in 1875, he entered the Boston University School of Oratory, where he received his training as a professional public reader and teacher of the speech arts.

Mr. Powers first won public notice in 1884 for his unique ability to present drama, impersonating all the different characters himself. He was the first man on the Lyceum platform in America to do this thing, and his engagements spread from New England into the far West, into the South and into Canada. Between 1890 and 1900 he was the highest paid man in the Lyceum field. During that time his business was under the management of the Redpath Lyceum Bureau of Boston. In 1904 he founded the school which bears his name. Its aim is to train young men and women in all branches of the speech arts, and to fit them both for public platform work and to take charge of Departments of Public Speaking in schools, colleges and universities. In 1914 the school was able to erect a building of its own in the Fenway, near the Girls' Latin School. The building was designed by M. Allen Jackson, architect. It is characterized by artistic beauty and simplicity in design and arrangement. The building is pure colonial in style, built of limestone and brick. The first floor is occupied by the school offices, a reception hall and a little theatre with a seating capacity of three hundred and fifty. On the second and

third floors are the six large class rooms, light, airy and properly ventilated. The school building is situated on a beautiful parkway, right in the centre of Boston's "educational and institutional section." Directly surrounding it are the Boston Girls' Normal School, "Fenway Court," Boston Museum of Fine Arts, Simmons College, the Harvard Medical School buildings and the Boston Opera House. The institution has an enrollment of one hundred and twenty students, who come from all parts of the United States and Canada, and the increasing favor with which the graduates are received, both as readers and as teachers, proves conclusively that the principles taught are sound and practical and produce decided and agreeable results. The work is definite, concentrated, practical and personal. The processes of instruction are revelatory and self-discovering, rather than arbitrary and academic, and the work is vocational as well as cultural. It provides a means of earning one's living. The graduates are well equipped teachers of reading and public speaking, and intelligent trainers of the speaking voice. Into whatever field of activity a graduate of Leland Powers School is cast he is able to embody his ideas —to bring them into effective demonstration. He has learned how to effectuate his thought, his idea, his plan, with the fewest waste motions. Efficiency in whatever activity he is engaged is the result. The faculty of the school is large and efficient, both Mr. and Mrs. Powers being included in the number, and giving personal supervision to the work. Mr. Powers resides in Brookline, and is a member of the Boston Art Club, Boston Yacht Club and the Economic Club.



LELAND POWERS SCHOOL OF THE SPOKEN WORD
FENWAY, CORNER TETLOW STREET

THOMAS H. RATIGAN

Thomas H. Ratigan, of the insurance firm of John C. Paige & Co., was born in Roxbury, Mass., July 16, 1867, the son of



THOMAS H. RATIGAN

Thomas and Ellen Ratigan. He received his education in the public schools of Boston and, after two years in the English High School, entered the employ of the late John C. Paige. Mr. Ratigan soon obtained a practical knowledge of every detail of the business and was advanced to succeeding positions of increasing responsibility until he was admitted to partnership in the firm in 1912. This firm is conceded to be a leader in the insurance business of the city, and it now represents, as agents, many of the leading American and foreign companies, besides controlling many large brokerage accounts throughout the country. In addition to his interest in John C. Paige & Co., Mr. Ratigan is a trustee of the Union Institution of Savings and a director of the Metropolitan Co-operative Bank. He holds membership in the Boston Athletic Association, the Engineers Club, the Luncheon Club, the Wollaston Golf Club, the Point Shirley Club, the Boston Yacht Club, Ten-of-us Club, Boston Chamber of Commerce, Knights of Columbus, the Catholic Club of New York City, is a past president of the Clover Club of Boston and First Lieutenant of the Ancient and Honorable Artillery Co. He is also an associate member of E. W. Kingsley Post 113, G. A. R. His offices are at 65 Kilby Street, and his residence at 6 Eric Avenue, Dorchester.

GEORGE W. HAVENS

While yet in his minority, George W. Havens entered the insurance business in 1881 with John C. Paige, 20 Kilby Street, Boston, and for many years acted as private secretary to Mr. Paige. With his natural power of concentration and close observation, he received a theoretical grounding in all the elements of the business. The office of John C. Paige has probably graduated more executive and managing officials than that of any other office in the United States. After Mr. Paige's death, Mr. Havens retained his connection with the office, but devoted his activities to field work, in which he progressed very rapidly. In 1903, he severed this connection to become resident



GEORGE W. HAVENS

manager of the Maryland Casualty Company of Baltimore, Md., in which capacity he served eleven years. In February, 1915, he was admitted to partnership in the large and important firm of Simpson, Campbell & Co., which represents, as managers for New England, the following companies: American Central Insurance Co. of St. Louis, Mo.; Detroit Fire and Marine Insurance Co. of Detroit, Mich.; Michigan Fire and Marine Insurance Co. of Detroit, Mich., Mercantile Fire and Marine Underwriters Agency, and for Massachusetts, Maine and New Hampshire, the Maryland Casualty Company of Baltimore, Md. Simultaneous with his admission to the firm of Simpson, Campbell & Co., the partnership of Simpson, Campbell, Havens & Co. was formed to represent as general agents of Boston and the Metropolitan District all of the above-mentioned companies. The importance of the last step of progress in Mr. Haven's career is evident when it is realized that these two firms are now passing through their office a business closely approximating one million dollars in premiums per annum. He has been a close student of the casualty lines all his life and they have now become a most important factor in the business of insurance. Mr. Havens is vice-president of the Massachusetts Casualty Association, a member of the Boston City Club, Woodland Golf Club, Knights of Columbus, Catholic Union of Boston, Irish Charitable Society, Young Men's Catholic Association and the Bay State Automobile Association. In politics he is a Democrat, but does not confine himself strictly to party lines when in his estimation the candidate of any opposite political party is more worthy of his support. He has never held political office, although many times he has been urged to enter the field in one capacity or another.

Boston is a city of patriotic traditions and ancient land marks. It is also a great seat of educational institutions, a publishing centre, and a luxurious city in which flourishes authorship, music, architecture and art.

JAMES H. BRENNAN

James H. Brennan, one of the city's successful real estate operators, was born in Roxbury, Mass., February 8, 1865, and was educated in the public schools of that section. He began his business career as a clerk in a grocery store and arose to proprietorship. A few years later he entered the real estate business and has developed many large tracts in Dorchester, Roxbury, West Roxbury and Newton, buying up old estates of extensive acreage and converting them into choice and salable residential plots. He was married in 1890 to Margaret A. Buckley, of London, England, the union bringing six sons, of whom five are living. His third son, Charles J. Brennan, is associated with him in business with offices at 31 State Street. Mr. Brennan is a member of the Royal Arcanum.

FRANK H. PURINGTON

Frank H. Purington, president and treasurer of Henry W. Savage, Inc., was born in Boston, September 5, 1873, and was educated in the public schools and Harvard University, from which he graduated in 1899. He entered the real estate office of Henry W. Savage in 1900 and was made manager of the business in 1905. The business was incorporated January 1, 1914, and Mr. Purington was elected president and treasurer, a position he still holds with offices at 129 Tremont Street. He is a member of the Harvard Club, Boston City Club, Boston Chamber of Commerce and the Loyal Legion. His residence is in Brookline.



FRANK H. PURINGTON



JOHN C. SPOFFORD

A WELL-KNOWN ARCHITECT WHO HAS DESIGNED MANY PUBLIC BUILDINGS,
INCLUDING THE ADDITIONS TO THE STATE HOUSES
OF MAINE AND MASSACHUSETTS

JOHN CALVIN SPOFFORD

John C. Spofford, architect, was born in Webster, Androscoggin County, Me., November 25, 1854, the son of Phineas M. and Mary Ellen (Wentworth) Spofford. He was educated at the Monmouth, Maine, Academy, Wesleyan Seminary, Kents Hill, Maine, and the Maine State College. He entered the office of Henry J. Preston, architect, in 1879, and was draftsman for Sturgis & Bingham from 1881 to 1886. He was a member of the firm of Spofford & Bacon, 1887-8; Brigham & Spofford, 1888-92; Bailey & Spofford, 1898-1900; and Spofford-Eastman, 1904-8, since which time he has practiced alone. Mr. Spofford has been architect for many public buildings, including Brigham & Spofford's addition to the Maine and Massachusetts State Houses, City Halls of Augusta, Lewiston and Everett, Elks Home, State Armories at Salem, Chelsea and Malden, Keany Square Building, Hotel Wadsworth, Hotel Princeton, Masonic Temple, Augusta, Coos County (N. H.) Court House and many churches and apartment houses. Mr. Spofford was a member of the Massachusetts Legislature in 1905 and was a member of the Everett School Committee for four years. He is a member of the Massachusetts Real Estate Exchange, Everett City Planning Board, Allston Development Association, Odd Fellows, and a member of the Masonic Fraternity. His offices are at 15 Beacon Street.

G. HENRI DESMOND

G. Henri Desmond, of the firm of Desmond & Lord, architects, was born in Watertown, Mass., February 22, 1876, and was educated in the public schools. He studied architecture in the office of a well-known firm, and after thoroughly mastering every detail by association with leading architects, began business for himself in 1907. Some of the important work he has executed are the State Capitol at Augusta, Me.; the Fidelity Building, Portland, Me.; the Chapel at Poland Springs, Me., for Hiram Ricker & Sons; the Steinert Building, Providence, R. I.; Elks Building, Providence, R. I.; the Franklin Square House, Boston; the Chelsea Trust Building, the



G. HENRI DESMOND

engine houses and water department buildings in Chelsea, after the destructive conflagration in that city. He has also planned various office buildings and is at the present time engaged in work for the Boston Park Department, and is also building the New High School at Portland, Me. Mr. Desmond is a member of the Boston Art Club, the Point Shirley Club, the Cumberland Club of Portland and the Boston Real Estate Exchange. He was married August 1, 1903, to Vasti Hollis, of New York. They have one son, George Henri Desmond, and reside at the corner of Braemore Road and Commonwealth Avenue, in a house of Mr. Desmond's own designing. His business address is 15 Beacon Street.

Trinity Church, Copley Square, is one of the richest examples of ecclesiastical architecture in the country.



RALPH A. CRAM, LITT.D., LL.D.
OF THE FIRM OF CRAM AND FERGUSON, ARCHITECTS

EDWARD J. PREST

Edward J. Prest, real estate dealer, was born in Uxbridge, Mass., December 29, 1868, and was educated in the public schools there and at the Wesleyan Academy, Wilbraham, Mass. He began his business career as a real estate dealer and builder in Bristol, R. I., but now operates in Boston, with offices at 27 State Street. Mr. Prest is treasurer of the Boston Shoe Company. He was at one time auditor of the town of Uxbridge, Mass., moderator of Bristol, R. I., and postmaster of that town for four years. He is a Republican in politics and makes his home in Topsfield, Mass.



EDWARD J. PREST

HAROLD FIELD KELLOGG

Harold Field Kellogg, who enjoys a high reputation as an architect and designer, was born in Boston, January 26, 1884. He graduated from Harvard in 1906 and at the Ecole des Beaux Arts, Paris, in 1909. He has been employed by the State as architect at the North Reading and Lakeville Sanitaria, designed city hospitals at Plymouth, Brookline, Gardner, Taunton, and built the Roxbury Boys' Club, the Duxbury Yacht Club and many residences. He was Art Editor of the Harvard Illustrated Magazine, has illustrated for Houghton Mifflin Co., and exhibited at the Paris Salon. He is a member of the Boston Society of Architects, Harvard Club, Architectural Club and the Société des Architects diplômés par le Gouvernement Français. His offices are at 141 Milk Street.



HAROLD FIELD KELLOGG

JOHN THOMAS HOSFORD

John Thomas Hosford, real estate operator, was born in Limerick, Ireland, December 23, 1868, and was brought to America by his parents in infancy. He was educated in the public schools and began his business career with Henry W. Savage. He was in charge of a department for Mr. Savage for three years, and in 1893 organized the firm of Hosford & Williams. Since 1913 he has operated under his own name with offices at 85 Devonshire Street. He is a director of the Massachusetts Fire & Marine Insurance Co., and as a member of the Committee of 100, and the Executive Committee of the Charter Association aided in the fight to secure the present city charter. He was Chairman of the Executive Committee of the Citizens Municipal League for one year, a member

of the Executive Committee of the Good Government Association, and president of the Roslindale Citizens' Association for two years. He is a member of the Boston Chamber of Commerce, the Masonic Fraternity, the Boston City Club, Unitarian and Highland Clubs of West Roxbury.

ALEXANDER SYLVANUS PORTER
(DECEASED)

Alexander S. Porter, the originator of the trust form of ownership, who died on October 1, 1915, was born at Coal's Mouth, Virginia, August 25, 1840. He was educated at the Pinkerton Academy at Derry, N. H., and the English High School ('57). In 1860 he entered his father's office and in 1869 started in the real estate business for himself. His most notable transaction was the organization of the Boston Real Estate Trust and the financing of the Exchange Building, for which he raised the sum of $3,000,000. He was at one time president of the Boston Real Estate Exchange, president of the Society for Prevention of Title Forgeries, and president of the Massachusetts Infant Asylum.

He organized the Boston Storage Warehouse Co. and other important enterprises. He negotiated many large sales, among them being the Scollay Building and the Deacon and Chandler estates. He was the author of "Changes of Value in Real Estate" and other historical papers, and was a member of the Bostonian Society, the Country and Union Clubs.

It is a fact that at the present time there is a greater activity throughout Boston in all kinds of real estate than for a number of years past. Along both the North and South shores summer homes have practically occupied the entire stretch of land and the demand for desirable lots has been most pronounced, for there is no state in the Union that has a more attractive sea coast than Massachusetts.



FRANKLIN H. HUTCHINS, ARCHITECT
6 BEACON STREET

ALBERT J. LOVETT

Albert J. Lovett, who acts as trustee and agent for several estates and is engaged in the real estate and insurance business, was born in Somerville, Mass., August 16, 1866. He graduated from the Chauncy Hall School in 1885 and entered the office of Howard Stockton, who was at that time treasurer of several corporations. Later he entered the office of his father, Joshua Lovett, at 265 Washington Street, who was associated with William Sohier, a lawyer, who devoted his time to the management of his own and the family estates.

Upon the death of his father Mr. Lovett succeeded to the business, which he now conducts at 53 State Street. He comes of New England ancestry, and the family is said to have descended from Richardus de Louet, who came into England with William of Normandy in 1066. The name was Anglicized, and John Lovett, a descendant of Richardus de Louet, who was born in England in 1610, founded the American branch of the family, coming to Massachusetts in 1639 and settling at Cape Ann Side.

LOREN D. TOWLE

Loren D. Towle, who has, in a few years, risen from a position of comparative obscurity as a small real estate broker to



LOREN D. TOWLE

that of leading realty operator in the city and state and possibly in New England, was born March 25, 1874, in Newport, N. H. He was educated at the public schools and graduated in 1892 at the high school in the place of his birth, also at Eastman Business College, Poughkeepsie, N. Y., completing his studies there in 1893. He began his business career the same year as a clerk with a Boston house, and three years later entered the real estate field as broker, conducting a small but lucrative business in that line until 1902. Having acquired a wide and comprehensive knowledge of real estate conditions and values, he determined to enlarge his fields of endeavor and become an active operator. Since 1902, he has been one of the most active and aggressive dealers in realty in the State. His energies, while not confined entirely to this city, were bent on handling Boston down-town business properties, and in the fourteen years that have intervened since he quit the brokerage business he has bought and sold on his own account many of the most desirable properties in the business district and residential holdings in the Back Bay district that range in value from $10,000 to $1,000,000. He has also erected many buildings that have materially added to Boston's reputation for commodious and sanitary structures; besides several mercantile buildings, the nine-story Publicity Building, at 40-44 Bromfield Street, and the twelve-story Newport Building at 60-68 Devonshire Street. Several imposing structures at Coolidge Corner also bear testimony to Mr. Towle's activity.

Mr. Towle is a director of the International Trust Co., and of the Boston Real Estate Exchange and Auction Board. His forbears were among the earliest settlers of New England, the American branch of the family being established by Philip Towle, who came from England in 1657 and settled in Hampton, N. H. He is a Republican in politics, but beyond serving as a member of the Board of Aldermen of Newton in 1910 and 1911 has never sought political preferment. He is a member of the Boston Chamber of Commerce, the Massachusetts Horticultural Society, the Bostonian Society, Commonwealth Country Club, the Hunnewell Club of Newton, the Newton Golf Club, Dalhousie Lodge, A. F. & A. M., Newton Royal Arch Chapter and the Gethsemane Commandery of Newton. He was president of the Newton Improvement Association in 1911 and 1912. Mr. Towle was married June 28, 1899, to Miss Helen M. Leland of Sangerville, Maine. They have two daughters. His offices are at 68 Devonshire Street, Boston, and he resides at 215 Franklin Street, Newton.

CHAPTER XV

MUSIC AND THE FINE ARTS

Boston's Early Supremacy in Musical Taste and Culture—The Systematic Cultivation of Pure Music from the Start of the City's Musical Development—Beginnings of Classical Orchestral Music—The Handel and Haydn Oratorio Society—Early Facilities for the Higher Musical Education—Founding of the Boston Symphony Orchestra and of the "Pops"—The City's Leadership in the Fine Arts Fifty Years Ago and Now

AT the beginning of the half century of which we are treating, Boston was occupying an assured position with respect to musical taste and culture superior to that of any other American city. During the Civil War the cause of pure music had waned in common with many other interests. Still within that period there was something to enjoy in the chamber concerts by resident artists, of whom the city could boast not a few. At the close of the war the revival was prompt, and therefrom through the latter half century the development of the higher musical interests continued as before, and the city's leadership as a musical centre sustained.

From the beginning the city's cultivation of music was of the highest grade. It was the systematic culture of music for music's own sake. It began with orchestral music, and the pioneer in the movement was a German. He was one Gottlieb Graupner, a German musician and piano-forte teacher, who had come to Boston in 1798 and made the town his adopted home. In 1810 or 1811 Graupner formed a "Philo-harmonic Society" composed of his musical friends. These comrades met informally on Saturday evenings in a little music hall which Graupner had established in his little house on Franklin Street, and practised Haydn's symphonies and other classical music merely for the gratification of the performers. It was a small orchestra of players, and mostly of amateurs, for at the time of the organization of the "Philo-harmonic Society" there were said to have been not half a score of professionals in the town. The Philo-harmonic afterward expanded somewhat and gave concerts in public halls. It is known to have been in existence as late as November, 1824, when a concert by the society was announced, at the Pantheon on Boylston Square.

In 1815, on March thirtieth, Boston's fine oratorio society, the Handel and Haydn, was founded. Its material was largely drawn from the choir of the Park-Street Church, which was renowned in the town for its musical excellence; from the Philo-harmonic Orchestra, and from the few English organists and choir directors then established in Boston. At that time the Park-Street choir counted some fifty singers. There was then no organ in the church; the accompaniment of the choir's singing was given by flutes, a bassoon, and a violoncello. The impulse for the forma-

tion of the society came in a Peace Jubilee, when, on February twenty-third, 1815, an oratorio was given in King's Chapel in celebration of the Peace in the War of 1812. The society has done important service by its publications—collections of anthems, masses, and choruses for church use. Its first collection was made by Lowell Mason, then and for long after one of the most prominent figures in Boston's musical activity.

So early as the 'twenties musical journals began to appear, each of high order. The first, started in 1820, was the *Euterpeiad,* a fortnightly magazine owned and conducted by John Rowe Parker, a local musical authority. In its second year a supplement called the *Minerviad* was added, designed especially for "ladies' reading." In 1838 the *Boston Musical Gazette* was launched with Bartholomew Brown as editor. The next year the *Musical Magazine,* the most meritorious of all, made its appearance, under the conduct of Theodore Hach, a German of culture, and a violoncellist in local concerts. He returned to Europe a few years later. These several journals, short as their careers were, did much to promote a taste in the public for good music. Then, in 1852, *Dwight's Journal of Music* appeared, with the scholarly critic, John Sullivan Dwight, as editor, which became the foremost journal of its class in the country. It particularly favored the classical in musical art, and steadfastly upheld the highest standard in music. It was the best type of musical journal that this country has produced, as its career was the longest—April, 1852, to September, 1881.

Early in the 'thirties the first musical educational institution was established. This was the "Boston Academy of Music," organized on so liberal a scale, and providing such a variety of practical features, as to attract wide attention outside of Boston. It was opened in January, 1833, and had a satisfactory career of some fifteen years. In its establishment three estimable leaders in the cause of good music in that day, Lowell Mason, George J. Webb, and Samuel A. Eliot, were chiefly instrumental. Simultaneously with its opening to pupils these energetic leaders succeeded in introducing musical education into the public schools, which ever since has been maintained. The Academy was indeed an educational hothouse. It furnished gratuitous vocal instruction to old and young by the best teachers then in the town; trained classes of teachers in music; established a choir of one hundred members of both sexes, which gave oratorio concerts and furnished music on civic occasions; held singing conventions; provided lectures, with illustrations, which were given in various churches in town, and in other towns and cities; published collections of music and treatises. By 1835 the Academy had so grown that a building for its occupancy was necessary. Thereupon a lease of the old Federal-Street Theatre for a term of years was obtained, and the fine playhouse, one of Bulfinch's rare designs, was remodelled for the Academy's use, and rechristened "The Odeon." Gradually coming to devote itself to concerts, in 1839 the Academy established a small orchestra; and in 1841, for the first time, it gave purely instrumental concerts of classical music. These concerts were continued till 1847, when they were suspended for lack of patronage. A reaction against entertainments of so intellectual a standard had set in. The popular demand was met by an organization known as the Philharmonic Society, formed about 1844, which furnished lighter music to miscellaneous audiences. As for the Academy, it created, as Mr. Dwight has written, a higher kind of interest in music, and it multiplied concerts till Boston became a point of attention to travelling artists from abroad. In 1844 came two of the most famous virtuosos of the violin—Ole Bull and Vieuxtemps. Later came Carl Zerrahn, from Germany, after the affair of 1848, to become a permanent resident of Boston, and to take a leading hand in musical affairs. For many years he was the conductor of the Handel and Haydn Society. In 1858 came Julius Eichberg, an artistic violinist, who had been a professor of violin, playing in the Conservatorie of Geneva, to become in Boston a

foremost teacher; the most famous leader of the old Boston Museum orchestra; the first composer in America of English operas: his "Doctor of Alcantara," first performed in the Boston Museum, in 1862, the most popular of his compositions of this class; for a long period superintendent of music in the Boston Public Schools; founder of the Boston Conservatory of Music. Then in the 'sixties came several artist teachers: Otto Dresel, August Kreissman, who became the leader for many years of the Orpheus singing-club; Ernst Perabo, among the ablest interpreters of great piano music; Carl Petersilea.



BOSTON OPERA HOUSE

While the work of the Academy was helpful, the chief musical educating influence was the chamber concert. The pioneer in this department was the Harvard Musical Association, beginning in 1837. This association became and remained the chief representative of classical orchestral music in Boston, and the most influential agent in cultivating the public taste for such music, till the organization of Mr. Higginson's Boston Symphony Orchestra. The Harvard Musical Association, also, was instrumental in the establishment of various worthy institutions. It originated the movement which resulted in the erection of the Boston Music Hall, in 1852, a building in all respects adequate for high-class concerts; and it was the "father" of *Dwight's Journal of Music*. The association finally came to devote itself mainly to the giving of subscription concerts with programmes, purely on the principle of cultivating the public taste. Another early exponent of chamber music was the Mendelssohn Quintette Club, which came prominently into notice in the winter of 1849-1850. It achieved something of an international fame by its tours through the country and abroad.

The year 1863 was marked by the "inauguration" of the "Great Organ" in Music Hall, the largest organ then on this con-

tinent, and one of the three or four largest in the world. A music festival on November second celebrated its accession. In front of the organ, at the rear of the stage, was effectively placed Crawford's majestic statue of Beethoven, a gift in trust for the Handel and Haydn Society by Charles C. Perkins, and by the sculptor, Mr. Crawford making no charge for his design. It had embellished this stage since 1856, when its placing in the hall was marked by a great Beethoven Festival. The last regular performances of this period were Carl Zerrahn's Philharmonic concerts. These continued up to 1863.

From the foregoing retrospective summary of the achievements in the cultivation of the higher music in Boston through the first half of the century, it is seen that at the beginning of the second half the city's fame as the chief American musical centre rested on solid foundations.

Before the close of the 'sixties musical educational institutions were revived. In February, 1867, Mr. Eichberg's "Boston Conservatory of Music" was under way, and one week later Eben Tourjee's "New England Conservatory of Music." Mr. Eichberg's school furnished instruction in all the practical and theoretical branches of music in classes, but was especially given to the teaching of the violin. The violin school was most successful. Mr. Dwight tells of the "wonders" that Mr. Eichberg and his corps of teachers accomplished. "Little girls and boys of six or eight, who look about overweighted by the instrument, play music of considerable difficulty with facile, finished execution and with good expression." Mr. Tourjee's Conservatory gathered in the greater number of pupils; early it was counting some fifteen hundred coming from various parts of the country. It gave instruction from the start in every branch of the science and art of vocal and instrumental music. Its growth was so rapid that early it had become the largest music school in the world.

The years 1869 and 1872 were enlivened by the stupendous enterprises of Patrick Sarsfield Gilmore, famous of bandmasters, in the two gigantic Peace Jubilees, the one in celebration of the return of national peace with the end of the Civil War, the second, an International Peace Jubilee. The scheme of the first Jubilee, when broached, which involved an orchestra of one thousand and a chorus of ten thousand, and the erection of a "Colosseum" to accommodate the performers and an audience of upward of fifty thousand, took the public's breath away. It was almost universally pronounced chimerical, while musical critics roundly ridiculed it. But the ardent, magnetic, enthusiastic, emotional Gilmore succeeded in bringing to his support a group of influential Boston merchants, chief among them Eben D. Jordan, and put the affair through magnificently. At the opening, on June fifteen, 1869, in the presence of a vast audience, including many invited guests of distinction, Mr. Gilmore lifted his baton over his great orchestra and great chorus, whose first note was accompanied by the boom of cannon on the Common, fired by electricity from the huge "Colosseum" on the "New Lands," in what was then called St. James Park, a little east of where the present Copley-Plaza hotel stands; and the simultaneous ringing of all the bells of the city. The International Jubilee, following in 'seventy-two, was the most stupendous of Gilmore's conceptions, and was carried through as magnificently as the first one. For this a huger Colosseum was erected with a seating capacity of one hundred thousand; the orchestra was augmented to two thousand, and the chorus to twenty thousand; foreign talent was largely drawn upon; and the great military bands of the European nations, England, France, Germany, were brought out, their services being given by their governments through the solicitation of President Grant. This greatest of all popular musical festivals then on record was opened on June seventeenth, and continued through eighteen days. These monster Jubilees were musically important principally on account of their wide stimulating effect, and the introduction to American audiences of some of the finest European bands and solo artists. Mr. Gilmore wrote a book, entertaining and, in pas-

sages, amusing, giving his own account of the two affairs, in which he took the public into his confidence with great frankness. Genial, amiable, proud Gilmore! He was the favorite of newspaper men. I came to know him agreeably in the 'seventies. He was nettled by my free-hand review of his book, but only for a moment. It was a delight to see him at the head of his band in a great street procession. He played the cornet like an artist.

The latter years of the half century formed the era of musical clubs, supported entirely by the fees of members. The singing clubs, engaged the services of the best conducting talent, because of inestimable benefit as training schools for the chorus singers, mostly amateurs. Their performances, too, served to refine the public taste and develop a high standard of choral music. In 1871 was formed the Apollo Club, composed of male voices, which ultimately devoted itself almost entirely to vocal music of the light class. In 1873 the Boylston Club, comprising a male chorus to sing part-songs and similar music, was organized. Subsequently it joined to itself a female choir and took up larger works. In 1877 appeared the Cecilia, of mixed chorus, performing the larger works of the best composers, usually with the assistance of an orchestra. In 1879—the Arlington Club, of male voices, cultivating the part-song and allied music, the field abandoned by the Boylston Club after its first few seasons. In 1879—the Euterpe Society, formed on the same general principle as that of the singing clubs. In its first series of concerts only classical chamber music by small combinations of stringed instruments was presented, and the best players of Boston and New York were engaged.



SYMPHONY HALL — HOME OF THE BOSTON SYMPHONY ORCHESTRA

A new awakening of interest in orchestral music came in the latter 'seventies and early 'eighties. In 1879, with the organization of the Philharmonic Orchestra, Bernard Listemann attempted the establishment of yearly courses of concerts. The next year he organized the Philharmonic Society with professional members and subscription members, the latter bearing the expenses, to succeed, or sustain, the Philharmonic Orches-

tra. Then the next year, 1881, came the establishment of Major Henry L. Higginson's Boston Symphony Orchestra.

Now, in its thirty-fourth year, we have a book by that accomplished literateur, M. A. DeW. Howe, published, happily, on Mr. Higginson's eightieth birthday, November eighteen, 1914, the authorized and intimate story of the rise of his band of players, and its development into the most accomplished orchestra in the world, conceived in Mr. Higginson's young manhood when a student of music abroad, founded, and sustained by him alone—the dream of his life brought to complete fulfilment. Mr. Howe's story is based on material furnished by Mr. Higginson, and is essentially Mr. Higginson's own account. It tells of the early work of upbuilding the orchestra by the first conductors, Georg Henschel in his three years' service, and Wilhelm Gericke through his first term of service. It was Mr. Gericke who really made the orchestra, forming it from an engaging band of clever musicians, but undisciplined, into the perfected organization working in harmony under the one leader. The story of the work of the band under the conductorship of Mr. Nikisch and Mr. Paur; Mr. Gericke's second term, 1898-1906, and Dr. Muck, is all covered in interesting detail by Mr. Howe, with amusing revelations here and there of the freedom of the critics and other "outsiders" with advice as to the way the institution should be run. It appears that Mr. Higginson's method from the beginning was to make the conductor the master of the orchestra's personnel, of its programmes, and all the details of the concerts, while the business management of the band's affairs was entrusted to administrators whom he chose. Thus no small credit for the perfection of the orchestra artistically and its business-like conduct is due to Mr. Higginson's admirable musical sense and business acumen.

The "Pops"—popular concerts by a part of the orchestra, of airy music, running through the early summer months, with a mild dash of bohemianism, the audience sitting about little tables at which light drinks and lighter edibles are served,—were instituted in the latter 'eighties, to become a unique Boston institution.

With the abandonment of the Boston Music Hall the Symphony Hall on the Back Bay was erected, and this became the permanent home of the Boston Symphony Orchestra, of the "Pops," and of the Handel and Haydn Society, where its oratorios are given. Later the Boston Opera House was erected farther out on the avenue which the Symphony Hall faces, an institution largely fostered by the late Eben D. Jordan, and permanent grand opera was established, with the presentation of operas by Boston's own organization through the regular seasons. The opening of the great European War in 1914 had a crushing effect upon this enterprise, and the performances were abandoned, temporarily, as first supposed. At length, however, in January, 1916, Mr. Jordan sold the Opera House, and its transformation into a regular theatre was contemplated by its new purchasers. Mr. Eichberg's Boston Conservatory, after an honorable and useful career, came to an end in the 'nineties, not long before Mr. Eichberg's death. Under the guidance of Ralph L. Flanders, general manager, and George W. Chadwick, musical director, the New England Conservatory continues the greatest institution of its kind in the country, embracing now sixteen separate schools. After the death of Dr. Tourjee, it was reorganized and its administration placed upon a substantial basis, under the control of a board of trustees, with Carl Faelten as director. Crawford's statue of Beethoven, which, after the passing of the Boston Music Hall, was shifted about, for a time resting in the entrance hall of the Boston Public Library, now embellishes the entrance hall of the present Conservatory building, on Huntington Avenue, near Symphony Hall. The Great Organ, alas! was permitted to be sold, and to pass to humble uses.

The cultivation of the Fine Arts in America, notably of portrait painting, was earliest begun in Boston. There were "limners" established in the town in Colony days. A portrait of two children of Robert Gibbs, a rich merchant who lived on Fort

Hill, painted in Boston and bearing date of 1670, is extant. In 1679 or 1680 a portrait of Increase Mather was painted here. Peter Pelham, who came from England about 1724-1726, is the earliest Boston painter of whom we have most knowledge. He was more of a copper-plate engraver than a painter, and has been called the founder of copper-plate engraving here; but he is known to have painted portraits of a few Boston worthies. He is most distinguished in local art history, perhaps, as the step-father of John Singleton Copley. He was a versatile school teacher, and established, if not the first, one of the earliest schools in the town in which painting was taught. The school was begun in his dwelling "near the Town Dock," about or before 1734. The "curriculum was expansive, embracing reading, writing, arithmetic, dancing, painting, and needlework. Pelham married the widow Copley in May, 1747, when John Singleton Copley was a lad of nine, and the united families made their home in Lindall Row (about where Exchange Place now is), "against [opposite] the Quaker meeting-house." Contemporary with Pelham was John Smibert, the first distinctly professional painter in Boston. He came to America, at Newport, Rhode Island, in 1729, with others (among them Peter Harrison, afterward the architect of King's Chapel) in the train of Bishop, then Dean, Berkeley, who had that beautiful dream of founding a university in the New World for teaching youth the arts and sciences along with the training of Indians and missionaries. Smibert was to have served as professor of painting and architecture in the faculty of the institution. He was a Scotchman, and had developed into a painter of portraits from a painter of coaches, in London. His Boston painting included a large number of portraits of Boston ministers, judges, and other dignitaries. His immediate successor as chief portrait painter in Boston was Jonathan Blackburn, who set up his studio here a year before Smibert's death (which occurred in 1751) and remained in the town fifteen years. It is said that about fifty of his Boston-painted portraits are extant in or about the city.

John Singleton Copley (1737-1815) was the first native-born Boston painter (unless John Greenwood, said to have been born in Boston ten years before him, is to be counted). He was of Irish parentage, and both of his parents came from County Limerick. His mother was "Squire Singleton's" daughter. At about the time of his birth in Boston, July third, 1737, his father, Richard Copley, died in the West Indies. He was a born artist and was making creditable sketches when a little fellow. He was not self-taught, as has been stated in some of the biographies, but was trained by his step-father, Pelham. He began making portraits after Pelham's death in 1751, and when he himself was a lad of fourteen. In 1755, Washington, when visiting Boston, sat to him for a miniature. The next year he achieved local fame with a portrait of General Brattle in the uniform of a British officer. Thereafter he devoted himself ardently to the study of his art, painting diligently; and it was not long before he had become the fashionable painter, making portraits of the "quality." His portraits were spoken of as having an air of high breeding. They were especially marked by the richness of their coloring and excessive care in the details of costume. He made of all his subjects fine ladies and fine gentlemen. In 1769 he married Miss Susan Clarke, daughter of Richard Clarke, a rich and distinguished Boston merchant. He was then moving in the best society of the town, and was the "court painter," painting the portraits of the aristocracy. In 1771 he wrote that he was making a comfortable living from his art. At that time he was the owner of the greater part of the West side of Beacon Hill, then a place of pastures, his domain embracing all the land which lies between the present Charles, Beacon, Walnut and Mt. Vernon Streets, Louisburg Square, and Pinckney Street. This he called "The Farm." His dwelling, and painting room, faced Beacon Street about where is now the Somerset Clubhouse. In 1773 he was concerned in the "Tea Party" affair, endeavor-

ing unsuccessfully to act the patriotic part of a mediator, at the final great meeting in the Old South Meetinghouse: his father-in-law, Richard Clarke, and the latter's son, being of the consignees of the tea ships. In 1774 he went to England, intending to stay abroad but temporarily. He, however, was never to return. His family joined him just before the outbreak of the Revolution. In England he spent the remainder of his life, in a career of uninterrupted success. His estate on Beacon Hill was purchased, as has been stated in a previous chapter, by the syndicate which became the Mt. Vernon Proprietors and built up Beacon Hill. It is said that of his work in Boston, Copley left more than two hundred and fifty oil paintings, besides crayons and miniatures, all done in twenty years; and that "almost every great name of the day is found in the list of his sitters." After Copley, most distinguished was Gilbert Stuart. Born in Rhode Island in 1755, he began, like Copley, to paint in his young boyhood, and at thirteen he had so taught himself that he received orders for portraits. At seventeen he was in England, struggling for an education and the cultivation of his art. After two years he returned to America, and for a year painted here with slight success. Then he went again to England, sailing in the last ship that left Boston before the blockade in 1775. In London he became a pupil of West's, attended Reynold's lectures, and studied anatomy. By 1785 he had left his master and set up a studio of his own. His success was remarkable. In 1792 he suddenly left his London work, and again returned to America. First he settled in New York and painted there with satisfactory results. Then he moved to Philadelphia, thence to Washington, and finally established himself permanently in Boston. This was his home for more than twenty years, till his death in July, 1828. He became Boston's best portrait painter. His home and painting room through his latter years were on Essex Street, near Edinboro Street. His grave is in the old burying-ground on Boston Common, unmarked, but its location is indicated by a tablet, in the form of a palette, attached to the fence alongside the broad path leading toward Park Square. Stuart's portraits of Washington—the typical likeness by which the artist is most popularly known,—are numerous. The head is in the Boston Athenæum.

Portrait painting remained the only branch of art cultivated by Boston artists till about the 'twenties. Then landscape work was ventured, then painting of historical subjects. Earliest among the painters of the latter branch was Washington Allston. Though a native of South Carolina (born in 1779), he was educated at the North,—at Newport, Rhode Island, and at Harvard College; and he was most particularly identified with the development of Boston art. He first came to Boston in 1809, after a few years in Paris and Rome studying anatomy and modelling in clay; and opening a studio on the same spot where Smibert had painted eighty years before—on Court Street between Brattle Street and Cornhill—painted portraits like his contemporaries, for a year or so. Then he returned to Europe, and spent several years in England painting historical subjects, receiving prizes from the British Institution for several of his pictures of this class; and beginning his greatest work, unfinished at his death—"Belshazzar's Feast." In 1818 he returned to Boston, and here and in Cambridge was his home through the rest of his life. He first established his studio at this time in a barn on an old estate near the corner of Pearl and High Streets, and resumed his historical painting. In 1831 he removed to Cambridgeport, and set up his home and painting room in a house on the corner of Magazine and Auburn Streets, which is still pointed out to the visitor as a treasured landmark from its connection with Allston. Here he died suddenly on the evening of the ninth of July, 1843, "sinking down in his chair and falling asleep," after a hard day's work on the unending task of his "Belshazzar." This unfinished canvas is now in the Museum of Fine Arts.

The first attempt at an art gallery was

made in 1823, when the Boston Athenæum opened to artists its collection of works of art, then chiefly comprising a valuable lot of casts of the most celebrated statues of antiquity, given to the institution by Augustus Thorndike. In 1827 the first regular exhibition of painting and sculpture was opened to the public, and thereafter these exhibitions were held every year till the establishment of the Museum of Fine Arts in the community a love and knowledge of art. Sometimes these exhibitions were given by local organizations of artists and art patrons. As early as 1826 the room containing the casts was open to artists desiring to draw from them. When the Museum of Fine Arts was established most of the Athenæum collection was transferred to its galleries.

Organizations of artists and of art pa-



A READING ROOM IN THE ATHENÆUM, LOCATED IN THE RECENTLY ADDED UPPER STORIES OF THIS FAMOUS BOSTON INSTITUTION

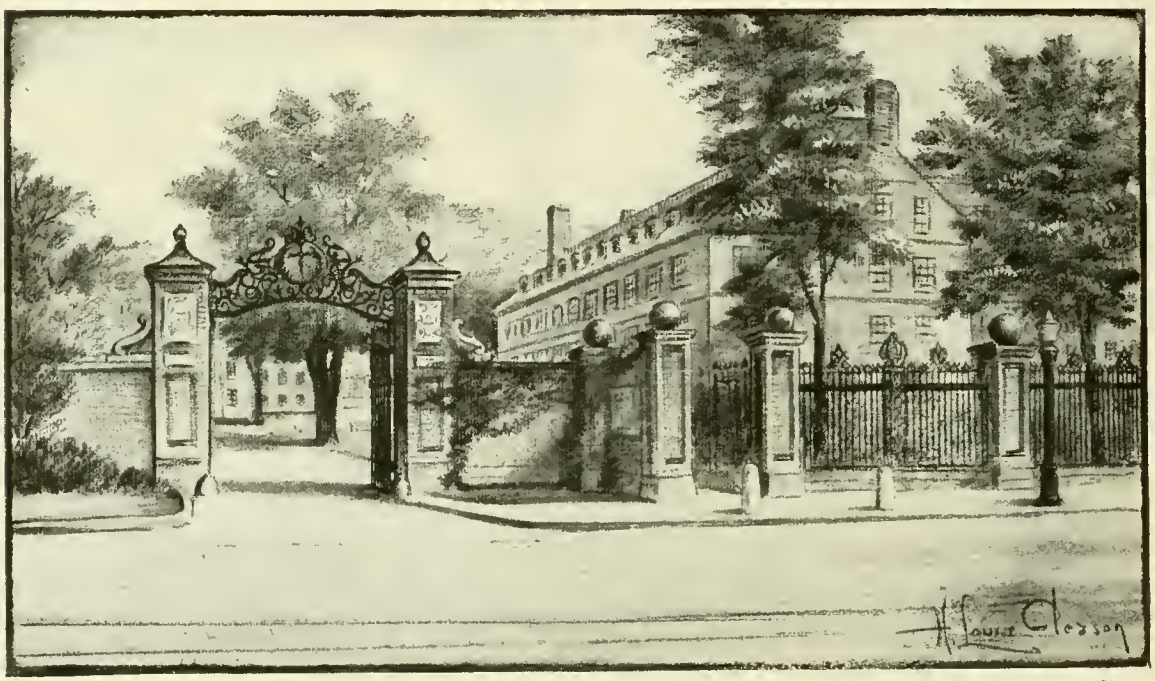
in the 'seventies. During this period the Athenæum art galleries ranked with the best in the country. Many valuable works of art became its permanent property, either by gift or purchase, and these, together with new works by local artists and pictures from private collections in the city and elsewhere often deposited here, made most attractive exhibitions. It has been said, and truly, that the annual exhibitions held in these galleries through more than forty years did more than anything else to foster

trons for the advancement of art among the people began in the 'forties. In 1842 the Boston Artists' Association was formed, with Washington Allston as its first president, and for three years this organization gave exhibitions in "Harding's Gallery," then at No. 22 School Street. In 1852 the New England Art Union, organized under the leadership of Edward Everett, Franklin Dexter, and others of similar standing, for "the encouragement of artists and the promotion of art," began giving free exhibi-

tions of contemporary art in its own gallery, on Tremont Row. This flourished, however, only for a little while. In 1854 the Boston Art Club was formed, with a membership of twenty persons, nearly all of them professional artists, and studio exhibitions of the work of members were given at irregular intervals.

Meanwhile, in 1850, the first free school of drawing in Boston was established by the beneficent Lowell Institute. It was open to both sexes, and continued uninterruptedly for twenty-eight years, with excellent results. It was the first art school in the country to adopt exclusively at the beginning and continue throughout the course the principle of drawing from real objects only —from the "round," and not from copies or flat surfaces. For a quarter of a century William Hollingsworth was the competent and beloved head of this famous life school. It was established in the old "Marlboro Chapel," which stood in the cobble-paved square in the rear of the Marlborough Hotel, long on Washington Street, nearly opposite the head of Franklin Street, the square being entered from Washington Street through an arched passageway. This chapel was originally a lecture room formed from an L of the hotel. In 1846 it was remodelled for the use of the Lowell Institute, and thereafter the Institute lectures were given in its hall till 1879, when its career closed. With the loss of its rooms here the life school came to an end. It was superseded by the School of Drawing and Painting in connection with the Museum of Fine Arts, established in 1876.

Fifty years ago there was a colony of Boston artists, numbering a hundred and more, most of them advancing toward fame. Not a few of them had done service in the war. With the return of peace the revival in the fine arts was quick, like that in music. The art quarters, or the studios, at this time were principally in the old Mercantile Library Building on Summer Street, and the new Studio Building on Tremont Street. Some of the older artists were accustomed to eke out their irregular incomes by teaching art to amateurs, at alluringly low rates. I remember seeing a transparency illumi-



Drawing by H Louis Gleason

HARVARD GATE — HARVARD COLLEGE

nated by an humble candle, protruding from the front of a Tremont-Street building announcing "Art Taught, at Fifty Cents a Lesson." Of the notable artists coming forward in the 'sixties, and later in the 'seventies and 'eighties, I recall with pleasant memories (I do not undertake to name them chronologically): William Morris Hunt, who came to Boston in 1863; Walter M. Brackett, dean of the Boston artists, painter of fine game-fish, now (1916) in his ninety-fifth year still painting, an original member of the Boston Art Club, sometime its president, of late years the receiver of a complimentary dinner by the club on his recurring birthdays; John J. Enneking, famous of landscape painters, who established himself in Boston in 1864 or 1865, and whose completion of fifty years of "talented and conscientious work as a Boston painter," in 1915, was celebrated in March by the unusual ceremony of a complimentary breakfast tendered him by the artists of the city. Among other landscape painters: Thomas Allen, F. Childe Hassam, John B. Johnston, D. Jerome Elwell, J. Appleton Brown, H. Winthrop Peirce, A. H. Bickwell, J. Foxcroft Cole, George Fuller. Landscape painters who also excelled as painters of animals: F. W. Rogers, Alexander Pope, Scott Leighton, Thomas Robinson, Albert Thompson. Marine painters: W. F. Halsall, George S. Wasson, W. F. Lansl, W. E. Norton. Painters of figures and *genre:* I. M. Gaugengigl, Clement R. Grant, George R. Basse, Jr. Portrait painters: Frederick P. Vinton, J. Harvey Young, George Munzig, Edgar Parker, Otto Gundmann, Mrs. Sarah W. Whitman, Robert W. Vennoh. Sculptors: Thomas Ball, in the 'sixties modelling his great equestrian statue of Washington, in the Public Garden; Martin Milmore, in the latter 'sixties at work on his Army and Navy Monument on Boston Common, completed and dedicated in 1877; Truman H. Bartlett, later, Bartlett's son, Paul; Daniel C. French; Miss Anne Whitney, the sculptor of the Samuel Adams statue in Adams Square, set up in the 'eighties, of Harriet Martineau, and of "Leif, the Norseman," the latter at the junction of Commonwealth and Massachusetts Avenues. Water colorists: Ross Turner, T. F. Wainwright, C. W. Sanderson, T. O. Langerfelt, Charles Copeland, Edmund Garrett, Henry Sandham, Philip Little, Miss Elizabeth Boot, Miss Ellen Robbins, S. P. R. Triscott. The sculptors: Bela L. Pratt, Frederick MacMonnies, Cyrus E. Dallin, and the Kitsons —Henry H. and his wife Alice Ruggles Kitson,—Charles H. Woodbury, the distinguished marine painter, Miss Grace Geer, miniatures, portraits, and landscapes, are

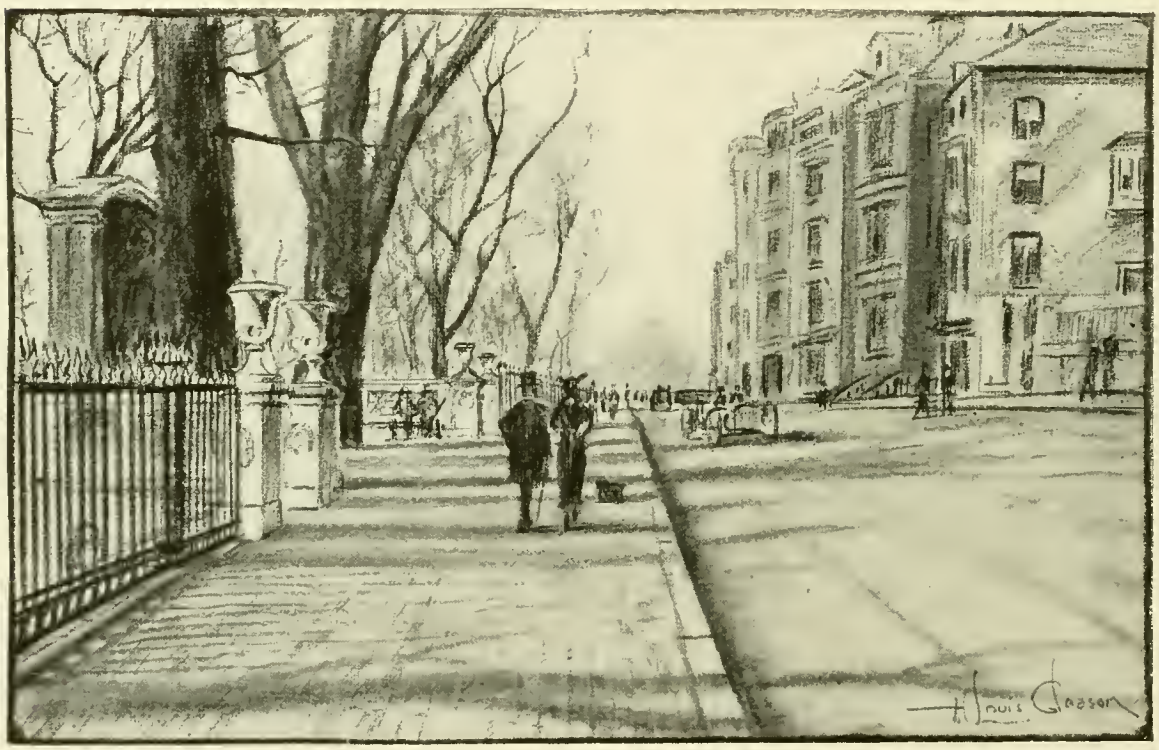


Drawing by H. Louis Gleason

MUSEUM OF FINE ARTS, HUNTINGTON AVENUE

of the 'nineties and the opening twentieth century.

The founding of the Boston Museum of Fine Arts in 1870 was a long and most important step toward the popular promotion of art. The original building was placed on what became Copley Square, the site now covered by the Copley-Plaza Hotel. It was designed to comprise four sections surrounding a square interior court. It was double its original size, while extensive improvements were made in various parts, at a large expense met by subscriptions of generous citizens. John H. Sturgis was the architect of the original building, and Sturgis and Cabot of the enlargement and improvements of 1890. The institution from its creation has been wholly dependent for maintenance upon private liberality, the only gift from City or State being the land



Drawing by H. Louis Gleason

BEACON STREET IN FRONT OF THE STATE HOUSE, THE SHAW MEMORIAL ON THE LEFT. THE OLD MANSIONS ARE BEING PARTIALLY REMOVED TO MAKE ROOM FOR A NEW STATE HOUSE WING. GINN & CO., PUBLISHERS, OCCUPY BUILDINGS ON THE RIGHT

composed of brick, the front facing Copley Square decorated with elaborate terra cotta pieces representing two allegorical compositions—"The Genius of Art" and "Art and Industry," presented by figures in relief—and the heads of Copley, Allston, Crawford, and other artists identified with Boston. The first section was completed and the Museum opened to the public on the third of July, 1876. Three years later the façade on Copley Square was finished; and early in 1890 the building was increased to nearly which the original building occupied. It is managed by a board of thirty trustees, upon which are represented the Boston Athenæum, the Massachusetts Institute of Technology, and Harvard University. Also, members *ex officiis* are the mayor of the city, the superintendent of the public schools, a trustee of the Lowell Institute, the president of the trustees of the Boston Public Library, and the secretary of the State Board of Education. The Museum is open every day in the year, except the

Fourth of July, Thanksgiving Day, and Christmas. Admission is free on every Saturday and Sunday and on public holidays. On other days the entrance fee is twenty-five cents. The original building was superseded by the present stone structure of classical style marked by extreme simplicity and dignity, on Huntington Avenue, farther out in the Back Bay quarter, erected in 1909. The noble extension at the rear, facing the Fenway and the park of the Fens, the generous gift of Mrs. Evans, was added in 1913. Guy Lowell was the architect of this



FARRAGUT STATUE IN MARINE PARK

second Museum, its general scheme embodying the result of three years' study of the museums of Europe and of modern museology by an advisory committee composed of a number of artists and architects in connection with the director and the Museum staff. It stands today one of the richest museums of its class in the country. In one department, that of Chinese and Japanese art, its collection is the largest and finest in the world. Cyrus E. Dallin's fine symbolic statue, "The Appeal to the Great Spirit," secured as a public monument through the efforts of the Metropolitan Improvement League, gives especial character to the entrance court.

With the founding of the Art Museum in 1870 the Boston Art Club reorganized and enlarged, and its gallery then established became a place of popular exhibitions. The St. Botolph Club, organized in 1880, established an art gallery at the outset, and its exhibitions have since been given at intervals through the winter and spring seasons. To the galleries of these clubs admission is by ticket obtained through members. Of small permanent free collections, those in Faneuil Hall and in the Old State House, composed of historical portraits and paintings, are interesting.

Finally, with the wholesome progress of art, our favored city is protected from the affliction of mediocre displays of out-door art in statue or building through the operation of the Art Department of the City of Boston. This body, a board of commissioners, established by Legislative act in 1898, is empowered to pass upon, approve or reject, any work of art offered to or proposed by the city. No work of art can become the property of the city without the

approval of this department. All contracts or orders for the execution of any painting, monument, statue, bust, bas-relief or other sculpture for the City must be made by this board acting by a majority of its members, subject to the approval of the mayor. The board may also be requested by the mayor or by the city council to pass upon the design of any municipal building, bridge, approach, lamp, ornamental gate or fence, or other structure to be erected on land belonging to the City. The commissioners number five. They are appointed by the mayor, without confirmation, selected from lists, each of three persons, submitted by the trustees of the Museum of Fine Arts, the trustees of the Boston Public Library, the trustees of the Massachusetts Institute of Technology, the Boston Art Club, and the Boston Society of Architects. The members serve without pay. This commission was preceded by a smaller one, with less power, established in 1890.

Before the creation of the art department the majority vote of the City Council fixed the standard of out-door art in the City's public places. This accounts for some abominations with which the City is afflicted.

Ignaz M. Gaugengigl, the well-known artist, was born at Passau, Bavaria, January 16, 1855, and was educated in Munich, where he graduated from the Gymnasium, and afterward became a student at the Academy of Fine Arts, under Professor Raab and Prof. William Diez. He later studied the old masters and when only a student received a commission from the King of Bavaria, painting for him "The Hanging Gardens of Semiramis." He came to the United States in 1880, and since residing in Boston, has executed some notable work. His best-known paintings are: "An Affair of Honor," "The Duel," "The Refugee," "Adagio," "After the Storm," "The Revenge," "The First Hearing," "Incredulity," "The Amateur," and "Surprise." In recent years Mr. Gaugengigl has devoted his time to portrait work, and has made life-size paintings of the following well-known gentlemen: T.



IGNAZ M. GAUGENGIGL

Jefferson Coolidge, Sr., T. Jefferson Coolidge, Jr., Dr. Henry P. Bowditch, Dr. Cheever, A. Lawrence Rotch, William A. Gaston, ex-Secretary of State Robert Bacon, one of Dr. Reginald Fitz for the Harvard Medical School, and Ezra Ripley Thayer, dean of Harvard Law School, etc. Mr. Gaugengigl has handsomely appointed studios and galleries at 5 Otis Place. He is a member of the St. Botolph, Tavern and Paint and Clay Clubs, and the School Committee of the Museum of Fine Arts, the Guild of Boston Artists, Marine Museum, Bostonian Society, and the National Academy of Design of New York.

Boston has afforded the field for some famous architects—Bulfinch, Richardson, and others of scarcely less ability and reputation, and it has numerous examples to show off the work of some of the best men in the profession this country has produced. Trinity Church and the Public Library are buildings unsurpassed of their class in America. These and many other fine structures have set the Hub's architectural standard high.

ALEXANDER STEINERT

Alexander Steinert, who has probably done more than any other single individual in Boston to advance the musical art here



ALEXANDER STEINERT

and cater to the desire of the music lovers of the city, was born in Athens, Ga., March 14, 1861, the son of M. and Caroline Steinert. He was educated in the public schools of New Haven, Conn., and at an early age entered the employment of his father, who was a piano manufacturer in that city. After learning the trade he was sent to Providence, as the Rhode Island manager of the house of M. Steinert & Sons Co., which had previously been incorporated. He later established the Boston branch of the company in conjunction with the New England agency for the Steinway pianos, adding shortly afterwards all the Æolian Company's products. In 1900 he incorporated the Jewett Piano Co. He established a chain of stores in the principal New England cities, and in 1896 erected the Steinert Hall Building on Boylston Street. This is one of the finest buildings in Boston devoted to music and musical entertainments, and the Steinert Building in Providence, R. I., erected in 1912, is as beautiful architecturally and as popular with the music lovers of the State's capitol, as that in Boston. Mr. Steinert has for many years been active and prominent in musical affairs, and it is due to his efforts that Boston has been the scene of some of the most noted musical productions. He was largely responsible for the success of the performance of the opera, "Siegfried," given in the Harvard Stadium, June 4, 1915, which attracted the largest audience that ever attended an operatic performance from this city. He was one of the founders of the Boston Singers, and it was he who arranged for the first appearance in Boston of Paderewski and many other famous artists. Mr. Steinert is general manager and treasurer of the M. Steinert & Sons Co., and is a director of the Jewett Piano Co., the Hume Piano Co., and the Boston Music Trades Association. He is a member of the Art Commission of the City of Boston, a trustee of the New England Conservatory of Music, a member of the Boston Chamber of Commerce, the Boston Real Estate Exchange, the Art Club, Boston Athletic Association, Longwood Tennis Club, Harvard Musical Club, Fidelia Musical Society, founder of the Barman Society and trustee of the South End Music School Settlement and the Boston Music School Settlements. Mr. Steinert was married, June 6, 1889, to Bessie Shuman, the union bringing three sons, Russell, Robert and Alexander Steinert. He resides at 401 Commonwealth Avenue, Boston, and has a beautiful summer home at Hospital Point, Beverly, Mass.



NEW ENGLAND CONSERVATORY OF MUSIC

NEW ENGLAND CONSERVATORY OF MUSIC

The New England Conservatory of Music, incorporated in 1870, is the largest and best equipped school of its kind in America. It has always offered the best of facilities in all branches of musical education, and since removing to its new building on Huntington Avenue it offers advantages perhaps unrivalled elsewhere. The school has no endowment, aside from provision for a few scholarships. Its charter prohibits it from being conducted for profit and the present surplus is being applied to reduce the indebtedness. The annual attendance approximates three thousand, coming from all parts of the country. George W. Chadwick, the director, is a composer and orchestral conductor of international reputation. The late Eben D. Jordan, until his recent death, was president of the Board of Trustees, which is composed of many prominent men of Boston and elsewhere. Ralph L. Flanders is general manager.



GEORGE W. CHADWICK, DIRECTOR
NEW ENGLAND CONSERVATORY
OF MUSIC

The Conservatory is admirably located in the art and educational section and is one of the greatest institutions of its kind in the country. In its entrance hall stands the statue of Beethoven by Crawford, originally in the old Music Hall.



MASONIC TEMPLE

This handsome light granite building of the present modern type of architecture stands on one of the most expensive sites in the city of Boston — the corner of Tremont and Boylston Streets, facing the Common. It was built in 1898-9, and is the second Masonic edifice erected on this corner. It is the headquarters of the Grand Lodge of Massachusetts, and houses thirteen Blue Lodges in addition to a number of higher Masonic bodies. The ground floor is entirely devoted to business purposes.

MORGAN L. COOLEY



MORGAN L. COOLEY

PRESIDENT OF COOLEY & MARVIN COMPANY,
PUBLIC ACCOUNTANTS AND ENGINEERS, TREASURER OF THE
BOSTON CITY CLUB, ETC.

Of representative citizens who are factors in the commercial and industrial life of Boston, it is pleasing to recognize Mr. Morgan L. Cooley, president of Cooley & Marvin Co., public accountants and engineers, with offices in the Tremont Building.

Mr. Cooley is a certified Public Accountant, both of Massachusetts and New York, and is a member of the Massachusetts Bar. He is treasurer of the Boston City Club, a director of the School of Commerce and Finance, and a member and auditor of the

Boston Chamber of Commerce. He is also associated with the management of the Textile Products Company and the Fidelity Management Corporation.

His company is continuously retained by individuals, partnerships and corporations, not only in matters of auditing, accounting and the construction of accounting methods and office organization, but to an even greater extent in lines of production or industrial engineering. The magnitude of the work of Cooley & Marvin Co., in factory organization, arrangement, efficiency of plant and equipment, cost finding and cost reduction, designing and installation of new appliances and machinery for special purposes, in brief, perfecting organization and methods to produce the greatest output at the lowest cost, would be a surprise to those who are not familiar with the subject and who realize that the industrial field thus covered was opened but a few years ago. The breadth of these activities and their successful operation is made possible by the fact that the organization of which Mr. Cooley is the head is composed of a number of certified public accountants and qualified engineers of various types of experience. The combined knowledge of the organization, supplementing and directing that of an expert always retained when special requirements arise in particular matters, insures competent consideration and a sound solution of every problem. Mr. Cooley's clientele is representative not only of New England, but of many other states. In fact the company has developed a business of national scope and is also favorably known in the leading cities of Canada. Included in these activities are improvement work for hospitals, institutions, municipalities, and practically every form of supervision where modern business methods and efficient organization are demanded.



THEODORE W. DAHLQUIST

Theodore W. Dahlquist, who conducts business under the name of the Dahlquist Manufacturing Co., 36 West 3rd Street, South Boston, was born in Sweden and came to this country in 1879. He learned the trade of coppersmith with his father before leaving his native land, and after working as a journeyman in Boston, he began business for himself at the present location. Since its establishment the business has grown largely and now occupies four buildings, thoroughly equipped with the latest machinery and giving employment to 50 hands. The plant has its own gas and electric light plants. A specialty is made of plumbers' and confectioners' supplies and range boilers. The work of the Dahlquist Manufacturing Company includes metal spinning, all copper work pertaining to distillation plants, steam jacket kettles, extractors, tanks, steam coils, steampipes and steamboat work. The company also makes copper boilers in all styles and sizes, having four grades of tank pressure boilers. Direct pressure boilers are built to stand any required test up to four hundred pounds.

COL. ALBERT AUGUSTUS POPE

(DECEASED)

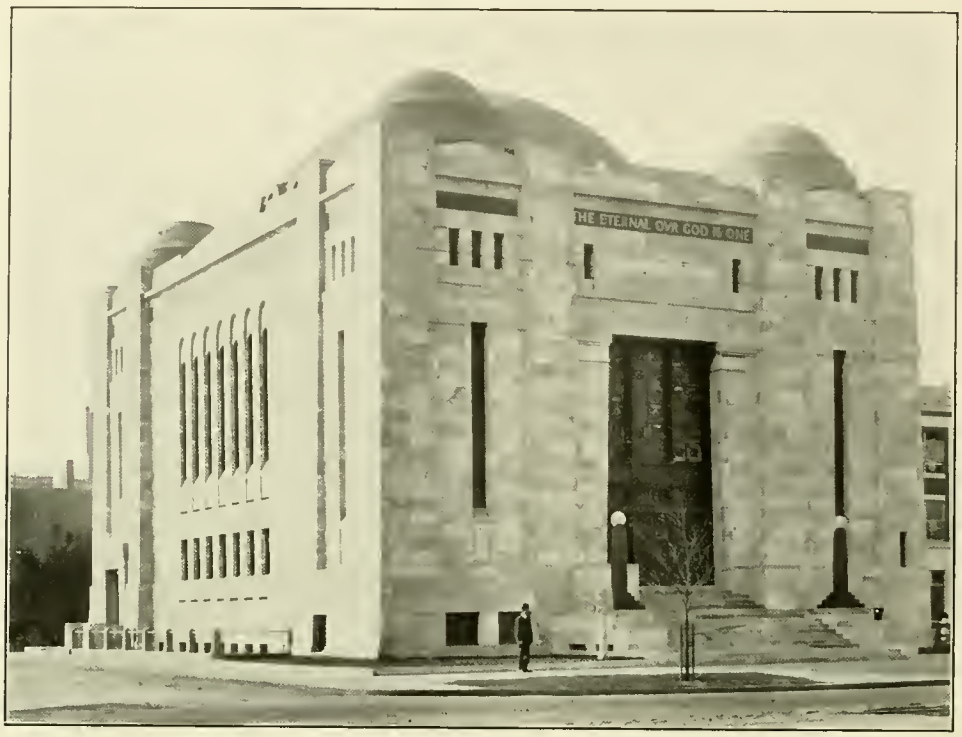
The vast improvement in the highways and streets of the states and cities of the United States is an enduring monument to the untiring efforts of the late Col. Albert A. Pope, who was the pioneer of the "Good Roads" movement. During his active business career Colonel Pope was interested in many civic betterment movements but none resulted in such vast betterment to the country at large as his battle for highway improvement.

Colonel Pope was born in Boston, May 20, 1843, and was educated in the public schools of Brookline. His predilection for an active business career was shown at the age of twelve years, when he became a small dealer in fruits and vegetables, afterwards securing employment in the Quincy Market. He later became a clerk in the leather store of Brooks & McCuen on Blackstone Street and was thus employed when the Civil War broke out. He immediately joined two active local militia organizations, and, after some months of drill, enlisted in the volunteer forces of the Union Army. He was nineteen years of age at this time, yet, despite his youth, went to the front as second lieutenant in one of the companies of the 35th Massachusetts Regiment. He was promoted to a first lieutenancy March 23, 1863, and rose to the captaincy April 1, 1864. As an officer, his course was marked by the most intrepid acts and he was brevetted major for "gallant conduct at the battle of Fredericksburg, Va." By a second brevet he was appointed lieutenant colonel for "gallant conduct in the battles of Knoxville, Poplar Springs Church and in front of Petersburg." Colonel Pope's entire military career was marked by intense activity, and he served in the principal Virginia campaigns. He was with Burnside in Tennessee, Grant at Vicksburg and Sherman at Jackson, Miss. He commanded at Fort Hill, before Petersburg, and in the last battle led his regiment into the city. At the conclusion of the war, Colonel Pope returned to Boston and began business as a dealer in shoe manufacturers' supplies. In 1877, having already organized the Pope Manufacturing Co., he became the pioneer in American bicycle manufacturing, and to overcome popular objection to the new industry, Colonel Pope was the first to obtain responsible legal opinion upon the rights of wheelmen in the public roads and parks, and to secure these rights. To popularize bicycling he founded the "Wheelman," a magazine since absorbed by "Outing," and his indefatigable efforts to protect the interest of lovers of the sport, coupled with his vast industrial interests and business acumen, made him known throughout the entire civilized world.

At this period Colonel Pope, who had made an exhaustive study of the world's highways and found those of the United States the worst, determined to inaugurate a movement for improvement. He devoted valuable time and large sums to this work and lived to see many of his suggestions adopted. In an address on "Highway Improvement," delivered before the Carriage Builders' National Association, at Syracuse, N. Y., October 17, 1889, he called attention to the condition of American roads, which, he said, were below the average, and he outlined a general and very comprehensive plan of improvement. He recommended a commissioner of highways, to be provided for in the agricultural department, with a corps of consulting engineers, each state to co-operate with the central bureau. By the division of the state into highway districts the best possible results could be obtained. The press all over the country commended Colonel Pope's address, which they designated as being full of both practical and political suggestions. This was over a quarter century ago, and as many of the embodied suggestions have been adopted in several parts of the country, Colonel Pope's foresight is clearly proven. He later prepared pamphlets on "The Relation of



COL. ALBERT A. POPE
(DECEASED)



TEMPLE ADATH ISRAEL, SYNAGOGUE OF THE JEWISH CONGREGATION, COMMONWEALTH AVENUE

Good Streets to the Prosperity of a City" and "Road Making as a Branch of Instruction in Colleges."

In a work on "Wagon Roads as Feeders to Railways," published in 1892, Colonel Pope secured promises of aid from scores of railroad presidents and managers all over the United States and Canada, who agreed with him that good country roads would materially aid their lines and develop commerce and manufacturing.

This was Colonel Pope's most active life work. He always maintained that one of the foundation stones upon which rests the grand fabric of civilization everywhere, is good means of communication—or, in other words, good highways. Unquestionably, Colonel Pope started and developed the "Good Roads" movement that has resulted in vastly improved roads in nearly every state and city in the Union.

In addition to his large industrial interests, Colonel Pope was a director of the American Loan and Trust Co., the Winthrop Bank, and was connected with many other corporations. He was greatly interested in the social life of the city and held membership in the Algonquin, Country, Athletic and Art Clubs of Boston, was at one time president of the Beacon Society, commander of the Massachusetts Commandery of the Military Order of the Loyal Legion, prominent in G. A. R. circles, a life member of several charitable organizations and was a member of the Newton city government for two years. Colonel Pope was married September 20, 1871, to Miss Abby Linder, and the union brought six children —Albert Linder, Mary Linder, who died in infancy; Margaret Roberts, Harold Linder, Charles Linder and Ralph Linder Pope.

Colonel Pope's death, which was deeply deplored by a large circle of friends and business associates, who respected and loved him for his integrity and kindly spirit, occurred August 10, 1909.

JAMES BROWN

James Brown, president and general manager of the Hotel and Railroad News Company, was born at Lasswade, Scotland,



JAMES BROWN

in 1852. He was educated at the Greenoch Academy, Greenoch-on-the-Clyde, and afterward entered Glasgow University to study for the Presbyterian ministry, but came to America before taking his degree. Early in his business career he was identified with several mercantile houses and finally started handling newspapers in a small way with his brother, Hugh, in the South End. He was shortly afterwards made circulation manager of the Boston *Post*, and in 1887 he and his brother organized the Hotel and Railroad News Co., with Hugh Brown as president and James Brown as treasurer. Upon the brother's death Mr. Brown succeeded to the presidency. The company distributes the Boston papers to all the towns within a radius of ten miles of the State House and has grown to be one of the largest newspaper distributing agencies in the country, and its system is considered to be the best ever devised. It has four hundred employees on its payroll and conducts all the news stands on the elevated and in the subways and tunnels.

Mr. Brown has one of the most artistic homes in Newton Centre, and has a choice collection of modern paintings by noted American and foreign artists. He was married September 10, 1903, to Amy E. Lingley.

He is a member of the Boston Athletic Association, Boston Press Club, the Boston City Club and the Scots Charitable Society, but takes little interest in club life, as he is æsthetic in his taste and finds more pleasure in the artistic environment of his beautiful home.

COL. CHARLES R. CODMAN

Col. Charles R. Codman, who traces his American lineage from the arrival of the "Mayflower," in 1620, was born at Paris, France, October 28, 1829, while his parents were making a European trip. He graduated from Harvard in the Class of 1849 and studied law. He was admitted to the Bar, but gave up his profession to enter the Union Army as Commander of the Forty-fifth Massachusetts Regiment. Colonel Codman served in the State Senate and the lower house of the Legislature and was a candidate for Mayor of Boston in 1878. He had been a life-long Republican but renounced those principles when James G. Blaine was nominated for the Presidency, and in 1890 was an Independent Democratic nominee for Congress. He has been president of the Board of Overseers of Harvard University, the Massachusetts State Homeopathic Hospital, the Boston Provident Association, and is a member of the Massachusetts Historical Society and the Union Club.



COL. CHARLES R. CODMAN

BENJAMIN P. CHENEY

(DECEASED)

Benjamin P. Cheney, who was one of the pioneers of transcontinental railway travel and the originator of the present efficient express system, conceived the plan for the gigantic transportation business he afterwards organized while driving a stage coach in the first half of the last century. He was born at Hillsborough, N. H., August 12, 1815, the son of Jessie and Alice (Steele) Cheney, who were of early New England ancestry. His great-grandfather, Deacon Tristam Cheney, was one of the early settlers of Antrim, N. H., and his grandfather, Elias Cheney, served four years in the Revolutionary War. At the age of ten years, Mr. Cheney was out of school and working in his father's blacksmith shop. Two years later he was working in a store at Francistown, and at the age of sixteen was driving the stage between Nashua and Exeter. The following year he had the route between Keene and Nashua, driving fifty miles each day, and retaining the position until 1836, when he was sent to Boston to act as agent, at 11 Elm Street, which was the old-time centre for the northern stage routes. He was only twenty-two years old at this time, and six years later the plans he had formulated when a boy were consummated in the establishment of Cheney's Express. Always ambitious and possessing the faculty of looking ahead, Mr. Cheney saw the possibilities of the express business, and brought to his new enterprise the indomitable energy that had sustained him during his long years of poverty and struggle. The line he first founded was between Boston and Montreal, and the route was over the Boston & Lowell Railroad as far as Concord, N. H., thence by stage messenger to Burlington, and from there by boat to Montreal. In 1852, he bought the express business of Fisk & Rice, and gradually absorbed other lines until he formed the United States & Canada Express Co., which covered the northern New England States, with many branches. This great business, which had developed from an insignificant beginning, was conducted under Mr. Cheney's name for thirty-seven years, when it was merged into the American Express Co., of which the founder continued the largest owner and of which he was a director and treasurer until his retirement from active business. Mr. Cheney had previously acquired an interest in the "Overland Mail" to San Francisco, in the Wells, Fargo & Co. Express Co., and in the Vermont Central Railroad. These varied interests led to his connection with early western railroad enterprises and he was one of the pioneers of the Northern Pacific Railroad. Mr. Cheney's various enterprises had brought him a large fortune, and at a later period he invested largely in the Atchison, Topeka & Santa Fé Railroad and became prominently identified with the San Diego Land & Town Co., and he was for many years a director of these companies and of the American Loan and Trust Co. from the time of its organization. Mr. Cheney occupied a foremost place in the commercial world, and his reputation for business integrity was national. His death, which occurred July 23, 1895, was a cause of deep regret and sorrow to his associates and friends in the many states where he was popularly known. Mr. Cheney was a member of the Boston Art Club, and in 1886 he presented to his native state a bronze statue of Daniel Webster, designed by Thomas Ball, and this imposing art work stands in the State House Park, Concord, N. H.

He was married June 6, 1865, to Elizabeth Stickney Clapp, the union bringing five children, four of whom are still living. He resided on Marlborough Street in the Back Bay district, and had a summer home at Wellesley, the grounds of which extended nearly a mile along the banks of the Charles River, and it was one of the most beautiful and best kept estates in that location of magnificent homes.



BENJAMIN P. CHENEY
(DECEASED)

Capitalist and Railway Contractor, who constructed many Transcontinental Railroads and established an Express System that covered the New England States and several points in Canada. See opposite page.



SEARS BUILDING

The Sears Building which stands at the corner of Washington and Court Streets, was built in 1868, and has the distinction of being the first office building in Boston to install an elevator. The building has also been the home of many notable banks and institutions.

CHAPTER XVI

ACCOUNTANCY

ITS ORIGIN, DEVELOPMENT AND FUTURE

By Robert Dysart, B.C.S., C.P.A.

ACCOUNTANCY may be defined as the body of principles from which rules adapted to the systematic expression of business activities may be drawn. From its earliest stages of development, the art has always stood in close relationship to the trade and barter of the world, suggesting the only means from the most primitive forms of organized society, down through the ages of our own time, for the precise arrangement and guidance in their respective orbits, of the commercial and economic transactions of mankind.

Of all the arts that have contributed fundamentally to the progress of man throughout the transitional state from savage to civilized existence, it appears that the art of accountancy, if exceeded, in point of antiquity, stands second only to the art of building, and that the two have in all probability flourished side by side from the very dawn of measured human activity.

Based upon applied mathematics, economics and law, from accountancy as a science, has proceeded that distinctive and peculiar assemblage of precepts, methods and rules, that have made bookkeeping as a developed art, the inseparable companion of all progressive human achievement.

Approaching the subject from a scientific standpoint, accountancy may be regarded in certain respects as the generic term; and the art which aims solely at the exact registration and classification of financial data, or bookkeeping in its broadest sense, the specific; the underlying and governing principles of the science of accountancy being the source from which the art of bookkeeping in its myriad forms of application may be said to arise.

Extending the analogy—the accountant may be looked upon as the exponent or master of the science; indicating the principles and designing the systems of account adapted to the conditions, character and prospective growth of an enterprise—the classified presentation of the minutiæ of financial detail falling directly within compass of the duties of the bookkeeper.

The work of the bookkeeper is therefore synthetical: he records, classifies and compiles; whereas the work of the accountant, in addition to the foregoing, is also in the highest degree analytical: investigation, verification, scrutiny and scientific interpretation of the facts presented by the bookkeeper, forming the subject matter to which the judgment and experience of the accountant may be addressed.

Although popularly appraised as a utilitarian and perhaps prosaic subject, much of interest may still be written, descriptive of the infinite variety of devices and forms that have marked the progress of the art throughout the centuries—its history linking the present with the most distant records of the past—leading the mind in retrospect back to transactions deciphered from the Cuneiform Inscriptions of the Persian Empire, 3500 B.C., to accounts of traffic, bank-statements, calculations of interest, and details of elaborate systems of taxation left

by the Egyptians, as well as to the use of the stylus and tablets of clay associated with the commercial supremacy of Assyria and Babylon—relics of the age that beheld the building of the pyramids, and the rise and fall of Tyre and Sidon, renowned emporia of the Ancient East.

Downward through the corridors of time the steady development of the science may be traced, in touch always with the activities of manufacture and commerce, reflective of the ever increasing industry of the nations—expressive of the span that extends from the days of our worthy prototypes, the Scribes, to the present era of dictographs, multigraphs, comptometers, etc.; indispensable accessories of the amazing degree of efficiency that now obtains throughout the marts of the civilized world.

The origin of accountancy synchronized undoubtedly with the very beginnings of individual and intertribal exchange, and it may therefore be assumed that the first recorded sale for money, viz: the conveyance of the field and cave of Machpelah to Abraham for four hundred pieces of silver, was after all but incidental to the established usages of that remote period.

The scriptural story of the division of the flocks and herds of Laban by Jacob at the well—familiar among the many instances of barter referred to in the Bible—the conduct of the great public granaries, building operations and irrigation systems of Egypt, and the scores of commercial records, hoary with age, now lying in the vaults of the British Museum—are enduring witnesses of the antiquity of our profession, and suggestive of the vast manufacturing, mining, metal-working and trading pursuits of the Babylonians, Assyrians and Hebrews, emphasize significantly the well established claim that the history of Commerce and Accountancy is in a large measure the real history of civilization.

The public practice of accountancy in certain form was recognized in England as early as in the reign of William of Normandy, and true to the national instincts of the people, it has since held a strongly entrenched position in the economic life of the nation.

The field for general practice, however, has been very considerably broadened during the eight hundred odd years that have rolled into space since the introduction of the "Domesday Book," in 1066, and the organization of the Royal Treasury, or Exchequer, about a century later—from both of which sources we may arrive at a very fair appreciation of the status of accountancy in those days, and consequently of all subsequent progress.

Strange as it may seem, the "Duties and Responsibilities of Auditors" were pretty clearly defined and understood in England almost four hundred years ago—as may be gleaned from the "By-Laws" of the Pewterers' Company dated in 1564, E. G.—"Order for the Awdytours":—

> "Also it is agreed that there shall be foure awdytours chosen every yeare to awdit the Crafte accompte and they to paruse it and search it that it be parfect. And also to accompt it, correct it, and allowe it so that they make an ende of the awdet thereof between Mighelmas and Christmas yearely and if defaute be made of ffenishinge thereof before Christmas yearely every one of the saide awdytours shall pay to the Crafte boxe . . . a pece."

The extent to which the contents of the "Crafte-box" were augmented on this occasion has not been stated, but the general tone of the provisions contained in the "order for the awdytours" is one with which the latter day practitioner may not be altogether unfamiliar!

The foundations for much of the substantial progress that has since been made in the accounting art in the British Isles, as well as over the world in general in modern times, were laid during this period; and remarkable as that advancement has been, full credit for the production of the first systematic manual of instruction upon the subject must not be withheld from the Venerable Italian Friar, Luca Paciolo, whose epoch-marking book—the first to set forth amply the principles of the double-entry system of accounting—was published towards the close of the fifteenth century. Although it was alleged by contemporary writers that the double-entry system had been followed in Italy for upwards of two

hundred years previous to the advent of the Friar's celebrated book, and even as far back as in the time of Julius Cæsar, the fact remains that the basis of all subsequent development in every branch of the science was then given in concrete form to the world; bringing us, as far as the statement and elaboration of principles are concerned, down to the complexities of our own essentially varied and broadened practice.

Other authors have, of course, in the interim added substantially to the literature of the subject, but for generations afterward, their productions were usually in the form of translations, and not infrequently prefaced as "after the form of Venice." An interesting book by one John Gough appeared about a century later, entitled "A Profitable Treatyse called the instrument or boke to learn to knowe the good order of the keepyng of the famous reconyngs called in Latin Dare and Habere, in English Debitor and Creditor."

John Millis of Southwark, another author of repute, printed a book in which the preface ran as follows:—

> "I am but the renuer and reviver of an auncient old copie, printed here in London the 14 of August 1543, collected, published, made and set forth by one Hugh Oldcastle, Schoelmaster, who by his treatyse then taught Arithmetike and his boke in Saint Ollaves Parish and in Mark Lane."

A still later text-book, remarkable for its thoroughness, was published in London in 1547, entitled "A notable and very excellent work expressyng and declaryng the manner and forme how to kepe a boke of accomptes or reconynges."

Accountancy literature, always popular with the English, has undergone considerable change since 1547, and it may be said in passing, as an illustration of the interest that is now taken in the subject, that the publications of the last twenty years, good, bad and indifferent, outnumber several times the combined product of all previous ages in the history of the profession.

Addressing ourselves finally to the modern practice of the science, and to the commanding position that it occupies in the economic life of the nations of today, little can be written that is not perhaps already quite well known to the majority of readers. Aside from the radical advance in technique that may be noted in the preparation of financial documents and reports by qualified experts, demonstrative of the broad range of professional training that is now required, and of the high standards of perfection to which the science has been brought within recent years, there has been developed by the stupendous magnitude of modern manufacturing operations, a degree of efficiency in accounting procedure, system building and cost finding, far in advance of anything that the world has ever seen. Adequate accounting provision for the conduct of undertakings demanding colossal aggregations of capital operated by veritable armies of office men, statistical, financial and clerical, enter daily into the problems confronting the accounting profession of our time.

So weighty, indeed, have become the responsibilities entrusted to public accountants, that within the last quarter of a century, legislation affecting directly the professional and moral qualifications of the membership, has found expression upon the statute books of nearly every state in the Union, as well as in many other parts of the world. The granting of the C.P.A. degree in Massachusetts may be said to exact a high order of ability and integrity on the part of the profession, and the experience of recent decades would seem to justify fully the precautions thus taken.

The range of service required by the business public of the present day is both exacting and broad, embracing the solution of questions upon matters of accounting procedure and financial policy, that affect for weal or for woe, the immediate guidance and ultimate security of practically every conceivable description of business venture—and the claim may not be withheld that in very few of the professions, if in any, is the call for cool judgment, exact knowledge, and unswerving integrity of character, more necessary.

In regard to the future, it may be said that accountancy as a profession, although in several respects still new to the non-business

world, may now be looked upon as fairly launched in the eyes of the law; and that the prospects for expansion seem to be unlimited. It has been claimed that there are upwards of one million separate concerns, corporations, firms and individuals in business in the United States at present, exclusive of the dominion and republics to the north and south of us, and it has been conservatively estimated by one of the foremost statisticians in the country that not over ten per cent of the possible field for practice has so far been developed, notwithstanding the fact that commercialism in the broadest acceptation of the term is the predominant characteristic of the age.

The logic and spirit of the times, however, and the general trend of indications point steadily to the not distant day when a degree of supervision over all financial enterprise, public, corporate and private, more searching and universal in its application than the past has ever known, will be the watchword; and in the light of the conditions anticipated, political and social, as well as economic, a future brilliant with promise for the time-honored profession of accountancy may well be presaged.



CHESTNUT HILL RESERVOIR AND DRIVE

EDWIN L. PRIDE, C.P.A.

Edwin L. Pride, treasurer and director of Edwin L. Pride & Co., Inc., Chartered Public Accountants, was born in Beverly, Mass., January 3, 1866, and was educated in the schools of his native city. He is a registered pharmacist and spent eight years of his early life in the drug business. Three years were afterwards devoted to the shoe trade, and then he passed the rigid examination prescribed under the laws of the state of Massachusetts and became a Public Accountant. In the twenty-one years that have intervened, he has been most successful and numbers many large manufacturing concerns, corporations, banks and trust companies among his clients, giving employment to scores of accountants, who work under his personal supervision. In addition to his interest in Edwin L. Pride & Co., Inc., he is a trustee of the Somerville Institution for Savings and a director of Willis A. Pride & Co., Inc. He is a thirty-second degree Mason, a Knight Templar and Shriner and is a member of the Chamber of Commerce of Boston, the Chamber of Commerce of the United States and the Boston Athletic Association. Mr. Pride is a direct descendant of Thomas Pride, of England, who was one of the signers of the warrant to execute King Charles I. He is a Republican in politics, is married and resides in Somerville. His offices are at 40 Central Street and are especially equipped for the business of accountancy.

J. EDWARD MASTERS, C.P.A.

J. Edward Masters, resident partner of the accounting firm of Price, Waterhouse & Co., president of the Certified Public Accountants of Massachusetts and member of the Board of Examiners for the Registration of Certified Public Accountants, was born in Millville, Pa., June 18, 1873, and was educated at the Westown (Pa.) Boarding School. His early life was spent with various mercantile concerns and he entered the accounting profession in 1900 in Philadelphia. He came to Boston in 1909 to open an office for Price, Waterhouse & Co., and was admitted to partnership in 1914. This firm has a wide and creditable reputation and is recognized as one of the largest accounting firms in the world, having offices in all of the principal cities of the United States, Mexico, North and South America, Canada and Europe.



J. EDWARD MASTERS

Mr. Masters is a member of the Exchange Club, Boston City Club, Brae Burn Country Club, the Economic Club, the American Association of Public Accountants, and is associated with several church and social clubs and societies. His offices are at 60 State Street.

EDWIN SCOTT MORSE

Edwin S. Morse, president, treasurer and director of the Edwin S. Morse Company, Inc., public accountants, was born in Alna, Maine, November 28, 1850. He was educated at the Roxbury Public Schools, and graduated from the Roxbury High School in 1868. From the time of leaving school until 1892, he was engaged in various lines of commercial activity, but relinquished this work to enter the field of public accountancy. In the years that have intervened, he has been identified with many important cases. He was special accountant for the original Boston Finance Commission in the investigation that resulted in the present city charter, and was also accountant for the Commonwealth in the investigation of the Charity Fund collected by the Lawrence strikers. Mr. Morse comes of old New England ancestry, being descended from one of the five Morse brothers who came to America in 1635 and settled at Newbury, Mass. One of his ancestors built the first frame house in Bath, Maine, and his pater-

nal grandfather was in command at Wiscasset, in the War of 1812. In addition to his accountancy interests, Mr. Morse is sec-



EDWIN S. MORSE

retary, treasurer and director of the Transcript Press, Inc., of Dedham, Mass., publishers of the Dedham *Transcript;* president and trustee of the Highland Co.; and director of the N. Curtis Fletcher Co., Inc. He is a member of the Dedham Historical Society, the Men's Club, Business Association and Board of Trade, Dedham Improvement League, Norfolk Golf Club, Dedham Boat Club, Society for Apprehending Horse Thieves, clerk of the First Congregational Church, all of Dedham, where he resides, and a member of the Toy Town Golf Club, Winchendon, Mass. He was chairman of the Republican Town Committee of Dedham for several years, and a member of the Republican State Committee for three years. His offices are in the Tremont Building.

ORLANDO C. MOYER, C.P.A.

Orlando C. Moyer, certified public accountant, who is senior member of the Moyer & Briggs firm, with offices in the Old South Building, was born July 3, 1873, in Berks County, Pa. He attended the public and high schools, the State Normal School at Kutztown, Pa., and afterwards took the teachers' course at the University of Pennsylvania and New York University. He taught in the high school in Chester, Pa., for six years and organized a commercial department there. He also performed the same work in the Atlantic City, N. J., high school. He took the degree of Bachelor of Commercial Science in the School of Commerce, Accountants and Finance of the New York University, graduating *summa cum laude,* and is a member of the Delta Mu Delta Society. He was for a time instructor in that institution, and then went to Simmons College as assistant professor in the Secretarial Department. He came to Boston in 1905, after having served an apprenticeship with a leading firm of accountants in New York City, and began practice alone. After taking his C.P.A. degree in 1910 he organized the present firm, which is engaged



ORLANDO C. MOYER

in general accounting work with special emphasis on constructive accounting and manufacturing costs. Mr. Moyer is a Fellow of

the Certified Public Accountants of Massachusetts, Inc., and a Fellow of the American Association of Public Accountants. Since becoming a resident of Boston, he organized the School of Commerce, Accountants and Finance at the Y. M. C. A., and is at the present time senior professor in the department of business administration at the Boston University.

HOLLIS H. SAWYER, C.P.A.

Hollis H. Sawyer, of the firm of Hollis H. Sawyer & Co., Certified Public Accountants, was born at Charlestown, Mass., June 12, 1863, and was educated at the Charlestown High School and Comers Business College. Mr. Sawyer was connected with several large commercial houses, his last connection being with Swift & Co. For this concern he organized and managed, with the assistance of a large staff, branch house departments of auditing, credits and supplies covering over 135 branches and allied corporations east of Buffalo. He began business for himself August 1, 1903, and has since handled some of the largest assignments out of Massachusetts. He is a member of the Boston Athletic Association, Brae Burn Country Club, Certified Public Accountants of Boston, American Association of Public Accountants, Sons of the American Revolution and the Masonic Fraternity.



HOLLIS H. SAWYER

GEORGE LYALL, C.P.A.

George Lyall, one of the best known accountants in the city, was born in Paisley, Scotland, December 11, 1853, and was educated at the Pictou Academy, Pictou, Nova Scotia, graduating in 1868. Upon finishing his academical course, he entered the employ of one of the oldest and largest shipping and marine insurance firms in Pictou, and during the sixteen years he retained this connection, gained a practical knowledge of accountancy that was of great benefit to him when he came to Boston in 1885. Upon arrival here he became head bookkeeper and financial man for several large concerns in Boston and vicinity, and after working along these lines for a number of years, took up the practice of public accounting in 1905. Mr. Lyall has been very successful and has a large clientele. He is secretary of the Certified Public Accountants of Massachusetts, Inc., and is a member of the Boston City Club, the Victorian Club, the Scots Charitable Society, the Boston Scottish Society, of which he is president, and is a Fellow of the American Association of Public Accountants and the Certified Public Accountants of Massachusetts, Inc. He is a Mason and holds membership in the Hugh de Payens Commandery at Melrose. While a resident of Pictou, he served as Alderman of that city during the years of 1883 and



GEORGE LYALL

1884, and was Census Commissioner of Pictou County in 1881. His offices are at 79 Milk Street, and he resides at Melrose, Mass.

AUGUSTUS NICKERSON, C.P.A.

Augustus Nickerson, Certified Public Accountant, who has a large clientele among commercial concerns, was born in Boston, July 30, 1860. He graduated from the English High School in 1877, and after a post-graduate course he entered the employ of Thomas Dana & Co., wholesale grocers, subsequently becoming associated with F. Nickerson & Co., sailing and steamship owners and general merchants, and treasurer of the Boston & Savannah Steamship Co., until 1886. Mr. Nickerson began practice as a public accountant in 1893. He is a member of the Certified Public Accountants of Massachusetts and the American Society of Public Accountants, and has for two years served on the Examining Board for Certified Public Accountants. Mr. Nickerson is descended from William Nickerson, who located in Chatham in 1630, and Elder Brewster, who came over in the "Mayflower." He holds membership in the Society of Mayflower Descendants. His offices are at 60 Congress Street.



AUGUSTUS NICKERSON

To the north of Boston, and lying partly in the towns of Winchester, Stoneham and Melrose, and the cities of Malden and Medford, is the Middlesex Fells, a high wooded plateau, and containing in its thirty-two hundred acres some of the most beautiful scenery in New England. It is under the supervision of the Metropolitan Park System.

HENRY A. PIPER, C.P.A.

Henry A. Piper, who is unquestionably the dean of the accounting profession of Boston, was born at Marlboro, Mass., December 29, 1836, and was educated in Boston. As a boy he entered the employ of Dutton, Richardson & Co., 29 and 31 Federal Street, in 1852, and began the business of public accounting at 40 Water Street in 1879, removing to the Old South Building in 1904. Mr. Piper was at one time chairman of the Examining Board of the Massachusetts C.P.A. Mr. Piper is of old New England ancestry. His great-grandfather, Walter Piper, a rigger, resided in Newburyport and came to Boston to rig the frigate "Constitution."



HENRY A. PIPER

TRUMAN G. EDWARDS

Truman G. Edwards, senior member of the firm of Truman G. Edwards & Son, public accountants, was born in Worcester, Mass., June 14, 1851. After receiving an education in public and private schools he entered the employ of the Bank of the Metropolis and after five years of service with that institution was with the National Bank of Redemption for twenty-nine years. He adopted the profession of accountancy thirteen years ago, and his long years of training with financial institutions led him to specialize in the examination and audit of banks and trust companies, and he numbers many such among his clients. The firm's business extends throughout New England, and Mr. Edwards acts as auditor for many cotton mills. His office is in the Old South Building.

CHARLES E. STANWOOD

Charles E. Stanwood, who is known to all the corporate interests of New England by reason of his efficiency and thorough-



CHARLES E. STANWOOD

ness along accountancy lines, and who is vitally interested in State politics and in the government of the town of Needham, where he resides, was born in St. Albans, Maine, February 19, 1863. He was educated at the Revere grammar school, Revere, the Newburyport High School and French's Commercial College, Boston. After completing his course at the latter institution he became bookkeeper for a leading house and remained in that position from 1881 until 1893, when he commenced practice as a public accountant. The thorough manner in which he executed the business of his clients and the personal attention he gave to every detail of his profession attracted the attention of large corporate interests, and in a short time he was fairly deluged with requests for his services and found it necessary to employ a large corps of able assistants. Mr. Stanwood is at the present time engaged in every phase of accountancy work, but the major portion of his efforts is directed to the auditing of accounts and in untangling the intricate financial problems that frequently arise in the conduct of public service corporations, municipalities and manufacturing companies. He has one of the most efficient equipments in the country at 78 Devonshire Street, where he occupies nearly the entire fourth floor. Here a staff of twenty accountants and a half dozen stenographers or typists are busy preparing statements, from data constantly being secured, and formulating reports that will show at a glance the cost of production and the actual profit the manufacturer or merchant is making. Mr. Stanwood is a Republican in politics and was a member of the Massachusetts House of Representatives in 1914-1915. He has been Town Treasurer of Needham since 1905, served as Selectman and Overseer of the Poor for several years, was a member of the Board of Health, and also Town Auditor during 1889 and 1890. He is president of the Needham Real Estate Associates, ex-president of the Board of Trade, treasurer and trustee of the Glover Home and Hospital of Needham, treasurer and director of the Blanking Machine Co., treasurer and director of the Embden Camp Company and the Deerfield Company, and secretary and director of the Boston Industrial Co. He is a member of the Needham Heights Village, the Wellesley Country and the Boston Press Clubs, the National Electric Light Association, the Norfolk County Republican Club, the Massachusetts Republican Club and the Chamber of Commerce of Boston, member of the Needham Rod and Gun Club, Needham Republican Club, and the Embden Rod and Gun Club, Embden, Maine. He also holds membership in the Odd Fellows and the Masonic fraternity, being Past Master of Norfolk Lodge, a Knight Templar and a Shriner. His services to the Republican party have been recognized by repeated requests to become a Senatorial candidate in the district where he resides. Mr. Stanwood comes of old New England ancestry, his forbears, who settled in Gloucester, Mass., in 1652, being prom-

ment in Colonial affairs. He is married and is the father of five sons and one daughter, three of the boys, Harold E., Francis J., and Augustus T., being associated with him in business, while the two younger sons are at college, where they have made special records in study and athletic events. The daughter is also a student at a Boston institution of learning.

ASA E. CHANDLER

Asa E. Chandler, certified public accountant, was born at Duxbury, Mass., November 1, 1862, was graduated from the Partridge Academy in 1880 and in the same year became associated with the Hall Rubber Co., ten years later he became a public accountant, now being a Fellow of the Certified Public Accountants of Massachusetts, Inc., and of the American Association of Public Accountants. Mr. Chandler comes of old New England ancestry, being directly descended from the well-known Adams family. He is a member of the Mount Vernon Lodge of Masons of Malden, Mass.



ASA E. CHANDLER

Mr. Chandler's offices are at 19 Milk Street and his residence is in Malden.

W. CHESTER GRAY, C.P.A.

W. Chester Gray, certified public accountant, was born in Boston, June 22, 1876, and was educated in the public schools and the evening high school, which was supplemented by courses in engineering law, accountancy and finance at the Boston Y. M. C. A. and M. N. T. S. He was associated with Harvey S. Chase & Co., and other leading accountants of the city prior to practicing for himself, and was for a time one of the faculty of the College of Business Administration of the Boston University. Mr. Gray is a Fellow of the American Society of Public Accountants and the Certified Public Accountants of Massachusetts, Inc. During the Spanish-American war he was quartermaster in the navy. His office is at 68 Devonshire Street.



W. CHESTER GRAY



HARVARD SQUARE, CAMBRIDGE, SHOWING THE SUBWAY TERMINAL FROM THE HARVARD GATE

GUSTAVUS H. SPARROW, C.P.A.

Gustavus H. Sparrow, Certified Public Accountant, was born in Chatham, Mass., October 19, 1876, and was educated in the public schools of Chelsea. After completing his schooling he was for seven years in the employ of the White Bros. Manufacturing Co., and served a like period with the Eastern Audit Co., Boston. He took and passed the first C.P.A. examination held in Massachusetts, and has since that time practiced his profession at 89 State Street. Mr. Sparrow's grandfathers on both sides were sea captains and natives of Chatham, the paternal forbear being captain of the first steamship to sail from Boston around Cape Horn to San Francisco, while his great-grandfather was formerly lighthouse keeper at Chatham.



GUSTAVUS H. SPARROW

WM. FRANKLIN HALL, C.P.A.

Wm. Franklin Hall, who is one of the oldest certified public accountants in the city, was born in Charlestown. He received a sound preparatory schooling and afterwards took up the study of bookkeeping and accountancy, finally qualifying under the laws of the State as a Certified Public Accountant.

Mr. Hall's offices are in the Exchange Building, 53 State Street. He makes a specialty of accountancy in all its branches, giving careful attention to examinations and investigations and the designing of special forms for books of accounts.

He is a Fellow of the Certified Public Accountants of Massachusetts, Inc., and the American Association of Public Accountants.

GIDEON M. MANSFIELD, C.P.A.

Gideon M. Mansfield was born in Salem, Mass., November 10, 1853, and was educated at the Dwight School, English High School and the Massachusetts Institute of Technology. Upon the completion of his schooling he entered the employment of Hayden, Guardenier & Co., changing in succession to Robert B. Storer & Co., Train, Hosford & Co., and Train, Smith & Co. In the twenty-six years he remained with these firms he rose from office boy to bookkeeper and finally to office manager. Afterwards he decided to adopt the profession of accountancy and later passed the first State examination and became a Certified Public Accountant of Massachusetts. Mr. Mansfield is a Fellow of the Certified Public Accountants of Massachusetts, Incorporated, and also a Fellow of the American Association of Public Accountants, and the Sons of the American Revolution. He is a great-grandson of Dr. Elisha Story, who was a member of the Boston Tea Party and who fought at Bunker Hill and Lexington. His office is at 201 Devonshire Street, Boston Safe Deposit and Trust Co. Building.

JAMES D. GLUNTS, C.P.A.

Born in 1881, James D. Glunts came here as a boy. He attended the public schools, sold newspapers while studying, and entered business for himself before he was twenty years of age. Through a lack of funds he was unsuccessful but gained valuable experience, which was of great benefit later in his career. He became associated with one of the biggest financial men in Boston and advanced to a position of great responsibility. He resigned his connection in 1905 to enter the New York University, where he completed a three years' course in two, and graduated in 1907 with the degree of B.C.S. While a student at the University he was connected with one of the large banks of New York City, afterwards joining the staff of Haskins & Sells, of New York and London, the largest public accounting firm in this country. This connection lasted until the fall of 1909, when he resigned to open

an office in Boston for the general practice of accountancy, under the firm name of James D. Glunts & Co., meeting with over-



JAMES D. GLUNTS

whelming success from the very start. He has been entrusted with many important investigations within the past few years, and is conceded to be one of the coming leading expert accountants in the State. Mr. Glunts is a certified public accountant under the laws of the State of Massachusetts as well as the State of New York, an honor held by very few accountants here, and is recognized as maintaining the highest ideals of the accountancy profession. He is a Fellow of the Society of Certified Public Accountants of Massachusetts, Inc., and of the American Association of Public Accountants. He represented the Massachusetts society as a delegate to the convention of the American Association of Public Accountants, held at Seattle, Washington, in September, 1915. He is a member of Shawmut Lodge, A. F. & A. M., the Economic Club of Boston, and various charitable organizations. His offices are at 35 Congress Street.

The contribution of rubber to present day civilization has been much greater than appears at first thought. A world without rubber would be a world of noise and suffering. Rubber enters into many articles of apparel, of hospital use, of laboratory use, and of electrical use. Without rubber autos would be almost unknown, even walking would be a hardship to hundreds of thousands of people who depend on rubber heels. There are many firms in Boston devoting themselves to this rapidly increasing business.



CANOEING ON THE CHARLES RIVER NEAR WALTHAM

CHAPTER XVII

MEDICINE AND SURGERY

EMINENT PHYSICIANS AND SURGEONS OF BOSTON'S PAST AND PRESENT—THE HOSPITALS AND THE SCHOOLS

BOSTON has a great and honorable place in the history of medicine and surgery in America. Two of the greatest advances in modern medical and surgical science are identified with the name of this city. Other contributions of immense value have also been made through the researches of Boston physicians.

From the earliest days the healing art has been represented by men of the highest standing in the community. Instead of being handicapped by considerations of social and class prejudice, as in the mother country, physicians and surgeons have here been honored by virtue of their calling, which in America has always been regarded as one of the three great professions.

In our New England beginnings the "doctor" ranked with the minister as a leading man in the community, and was correspondingly active in public affairs—a tradition that has always persisted. In the provincial Congress of Massachusetts Bay, in 1774-1775, there were twenty-two doctors, representing as many different localities. No person is more highly ranked in this community by virtue of his vocation than is a doctor of medicine or surgery.

The first practicing physician in New England was one of the Pilgrims of Plymouth, Dr. Samuel Fuller, whose numerous descendants thereby trace their ancestry back to the "Mayflower." Dr. Fuller had a wide range of practice in the two colonies; it is recorded that in 1630 he was called to patients living as far away as Salem and Charlestown. The first resident doctor in Boston was William Gager, who was settled here in 1630. Other early ones were Giles Fairman (1634), James Oliver (1640), and John Clark, Sr. John Winthrop, Jr., who became the first governor of Connecticut, was trained in medicine and two of the earlier presidents of Harvard College, John Rogers and Leonard Hoar, were physicians.

The state of medicine in Winthrop's day may be inferred from a recipe sent to Winthrop in 1656 by Sir Kenelm Digby as "good for all sorts of ulcers and mending suddenly broken bone." It consisted of one ounce of powdered crab's eyes dissolved in four ounces of strong vinegar (taste "like dead beere without any sharpness"). The first surgeon was Robert Morley, "barber-surgeon," who in England had been servant to a physician. It is notable that the first woman to practice medicine was Margaret Jones, "physician and doctress,"—also the first person to be executed for witchcraft!

The early eighteenth century was distinguished in Boston by an event of transcendant importance—the first of the two great advances aforementioned. Curiously enough, in the period of popular agitation that attended this occurrence, the Rev. Cotton Mather, who had been identified with superstition and intolerance, here took the part of liberalism, while on the other hand, Benjamin Franklin, in the most active phase of his youthful life in Boston, led as a champion of ignorance and popular prejudice.

The matter in question was the first great step in dealing with the terrible scourge of smallpox, which, in those days, afflicted sixty per cent. of the population and caused ten per cent. of all deaths from disease.

An adventurous young Scotch doctor, William Douglass, born in 1690, had, after living in the West Indies, turned up in Boston in 1718. He had brought a letter to Cotton Mather; when he delivered it he lent to the clergyman a collection of recent scientific papers that had appeared in London. Mather, scholar that he was, looked these over with much interest, and was particularly impressed by a copy of the famous paper by Timonius on "Turkish Inoculation." This epochal document, written by Dr. Emanuel Timoni Alspeek, who had studied at Oxford and at Padua and had travelled in the Orient, described the Turkish method of inoculating artificially for smallpox, observing that persons thus inoculated with virus from a person suffering from the disease commonly had a lighter form of the malady. This paper had been published in 1717 and practically no attention had been given it. At that time Boston was suffering from a severe epidemic of smallpox and Mather became interested to see the method described practically tested. He tried to persuade the young Scotchman to undertake the experiment, but Douglass declared the risk too great and indignantly refused. Mather determined that it be tried, whereupon Douglass, able, brilliant and irascible, stirred up the great body of resident doctors in opposition. Popular excitement followed, and the adolescent Franklin led a press campaign against the proposition in language virulently denunciatory. Efforts to secure legislative prohibition of the attempt nearly succeeded, and the populace was stirred to mob violence. Mather at last succeeded in interesting Dr. Zabdiel Boylston of Brookline in the idea. Zabdiel Boylston was a son of Dr. Thomas B. Boylston, an Oxford graduate settled in Brookline in 1635, where the son was born in 1684. Dr. Roby of Cambridge and Dr. Thompson of Roxbury also joined the courageous minority in advocacy of inoculation. Dr. Boylston, after inoculating his own son, a boy of thirteen years, induced his nephew, a Roxbury clergyman named Walter, to submit to treatment. By this time night riots were stirred up and bombs were thrown. Cotton Mather's house, where Walter was under treatment, was attacked and a lighted bomb was thrown into Walter's room. The fuse broke and no harm was done. With the bomb went a written message:

"Cotton Mather I was once of your meeting but the cursed lye you told of — You know who, made me leave you, you dog. And damn you I will enoculate you with this—with a pox to you."

Walter had been successfully inoculated on June 27, 1721. In the first year two hundred and eighty-six persons were inoculated and six of the number died,—one in forty-eight. So great was the popular dread of the disease that, after so convincing a demonstration of the effectiveness of the method, there was a general desire to secure immunity in that way. The doctors abandoned their opposition and Douglass even attempted to make it appear that, in being instrumental in calling Mather's attention to the subject, he himself was the true and original prophet in the case! By a coincidence, attention in London had been drawn to the subject at about the same time, and something like six weeks before the inoculation of Walter, Lady Mary Montague had been inoculated by Maitland. Boylston was deservedly honored for his work, and achieved high standing in his profession. Visiting London, he was handsomely received by King George I, who made him a present of a thousand guineas. Walter was made a member of the Royal Society, the first American to be thus honored.

In the Revolutionary period nearly all the Boston doctors were identified with the patriot cause, serving with the Continental army. There were only a few Tory doctors. Among the members of the Provincial Congress were Benjamin Church of Boston, Isaac Foster of Charlestown, Joseph War-

ren of Roxbury and his brother John, twelve years younger, then practising in Salem. Church rose to be head of the medical corps in the army and was made surgeon general. He was leader of his profession in Boston, with a large practice. His fame was blotted, for he was detected in corresponding with the enemy in cipher. He made an able defence, but the evidence was strong against him. He was dealt with leniently.

The war was practically over in 1781 when two important events occurred: the in-

two thousand pounds, of which one thousand was bequeathed by Dr. Ezekiel Hersey of Hingham, five hundred by Mrs. Hersey, and five hundred by Dr. Abner Hersey a brother of Dr. Ezekiel Hersey. Dr. Warren was made professor of anatomy and surgery; Dr. Benjamin Waterhouse, of the Theory and Practice of Medicine; Dr. Aaron Dexter, of chemistry and Materia Medica. Dr. Waterhouse was the first to introduce vaccination in America.

Dr. Warren was the first of a distinguished line in his profession: His son was



MASSACHUSETTS GENERAL HOSPITAL, CORNER OF BLOSSOM AND ALLEN STREETS

corporation of the Massachusetts Medical Society on November 1, and of the Harvard Medical School in the same year. The society was authorized to grant certificates of competence, but was not permitted to confer degrees.

Dr. John Warren, the brilliant young brother of Dr. Joseph Warren, had been in charge of the Army Hospital that had been established at the West End, not far from where the Massachusetts General Hospital now stands. His lectures on anatomy, given at the hospital, were largely attended. When the Medical School was established it started with endowments amounting to

John Collins Warren (1778-1856), father to Mason Warren (1811-1867), who in turn was father to the present J. Collins Warren (1842). The first John Collins Warren was associated with Doctors Jackson, Gorham, Jacob Bigelow, and Channing in establishing the Massachusetts General Hospital in 1811. He also established the *New England* (now the *Boston*) *Journal of Medicine and Surgery*, and founded the Warren Museum of Comparative Anatomy and Palæontology on Chestnut Street. He was devoted to the study of comparative anatomy and palæontology and founded the Warren Museum of Natural History on

Chestnut Street. Dr. Warren stood sponsor for the epochal experiment with ether at the Massachusetts General Hospital.

Dr. Jacob Bigelow (1787-1879) was one of the most brilliant figures in the history of American medicine. His talents were manifold. He was a born artist, artificer, craftsman, mechanician and inventor. He took a lively interest in everything that was going on about him and was insatiably curious as to mechanical processes of all sorts. He was a botanist of exceptional accomplishment and a poet. He was the first Rumford professor of chemistry at Harvard. He originated the project of a rural cemetery at Mount Auburn, to relieve the unhygienic conditions of interments in the city burying grounds and vaults—the first of its kind in the world. He induced the Massachusetts Horticultural Society to undertake the Mount Auburn enterprise, to its great profit. He designed the plan of the cemetery and was the architect of the gateway. He commissioned the sculptor Martin Milmore to model the monument, "The Sphinx," erected as a memorial to the soldiers of the Civil War buried at Mount Auburn. Dr. Bigelow's paper on "Self-Limited Diseases," published in 1835, exerted an immense influence on the medical practice of the day. Dr. Henry Jacob Bigelow was his son.

Dr. James Jackson (1777) brought vaccine virus from London to Boston in 1800. It was he who was instrumental in securing the removal of the Harvard Medical School to Boston.

The Boston dentist, Dr. W. T. G. Morton was the prime figure in the great experiment that demonstrated to the world the value of sulphuric ether as an anæsthetic in surgery and revolutionized surgical practice. The anæsthetic properties of both ether and nitrous oxide gas had been known for a long time before, but no advantage had been taken of the fact until, in 1842, Dr. Crawford W. Long, an obscure physician in Georgia, had employed it in his practice, but without attracting more than local attention. It is notable that Dr. Morton, whose first experiments with ether had been conducted at Hartford while in partnership with Dr. Wells, a dentist in that city, should also have tested "laughing gas" as a possible means to the ends sought. When Dr. Morton settled in Boston he went about his researches systematically, with a view to substantial profits as well as professional honors. He purchased his materials with due precautions from two leading druggists, Joseph Burnett and Theodore Metcalf, and consulted Dr. Jackson at the Massachusetts General as to the properties of ether. Finally he induced Dr. Jackson to conduct a test at the hospital. This took place on a memorable day in October, 1846, in the presence of eminent physicians and surgeons. The announcement to the world was made by Dr. Henry J. Bigelow at a meeting of the American Academy of Sciences on November 3, and six days later before the Boston Society for Medical Improvement. It first appeared in print in the *Boston Medical and Surgical Journal* on November 18. Dr. Morton had given the name of "letheon" to ether thus employed, and for a while it was so called. It was Doctor Oliver Wendell Holmes who first suggested the terms "anæsthesia" and "anæsthetic."

Other Boston men distinguished in medical history are Joseph Lovell, born in Boston, December 22, 1788, the first surgeon-general of the United States Army; Henry Ingersoll Bowditch (1808-1892), an exponent of advanced French methods in medical practice and a specialist in diseases of the chest and in paracentesis; Dr. Oliver Wendell Holmes (1809-1894), a brilliant anatomist and the first to demonstrate the contagious nature of child-bed fever; Jonathan Mason Warren (1811-1867), a great surgeon; and Henry Jacob Bigelow (1818-1890), "the autocrat of New England surgery."

Boston alone, not to mention the various Greater Boston communities, has something over one hundred hospitals, dispensaries, asylums, and sanatoriums. Some of these are private institutions, maintained either individually or in associated groups by physicians and surgeons, for the sake of car-

ing for their patients under their own supervision, often with the aid of consulting specialists. But the most of these institutions are public or quasi-public in nature, established for purposes of philanthropy. The quasi-public ones are either heavily endowed, or are dependent upon philanthropic aid. This indicates the vast amount of wealth and charitable activity that here in Boston is devoted alone to this field of well-doing—something that speaks volumes for the element of public spirit in the community, largely exerted unostentatiously and quietly.



BOSTON CITY HOSPITAL, 818 HARRISON AVENUE

These institutions are scattered all over the city—many of them located in the residential suburban districts: Dorchester, Roxbury, West Roxbury, Jamaica Plain, and Brighton. Most important is the group located in the new "Medical Quarter," congregated about the Harvard Medical School: a most imposing assemblage—the like of it, either in number, quality, or in monumental housing, not to be found in any other American city. Large mutual advantages are naturally derived from the concentration of so many differentiated institutions in one neighborhood, each bearing some definite relationship to medicine and surgery. Beside the Harvard Medical School, on Longwood Avenue, stand the Harvard University Dental School and Hospital, the Angell Memorial Animal Hospital, and the Children's Hospital. Near by are also the Peter Bent Brigham Hospital at Francis Street and Huntington Avenue; the Robert Breck Brigham Hospital, on Parker Hill; the Channing Home for Consumptive Women, at Francis Street and Pilgrim Road; Collis P. Huntington Memorial Hospital (for cancer patients), 695 Huntington Avenue; New England Deaconess' Hospital, 175 Pilgrim Road; the Nursery for Blind Babies, 147 South Huntington Avenue; the Vincent Memorial Hospital, 125 South Huntington Avenue; the Forsyth Dental Infirmary, on the Fenway; Tufts College Medical School, on Huntington Avenue near Massachusetts Avenue.

Here may be enumerated some of the other notable institutions of the kind: Boston State Hospital (for the insane; western group and eastern group, on the Austin and Pierce Farms, Dorchester; Psychopathic department, 24 Fenwood Road); Adams Nervine Asylum, 990 Centre Street, Jamaica Plain (for nervous patients); Walter Baker Sanitarium, 524 Warren Street, Roxbury;

Boston Consumptives Hospital, 249 River Street, Mattapan; Boston Floating Hospital, Boston Harbor (for infants, in the summer); Carney Hospital, Old Harbor Street, South Boston; Cullis Consumptive Home, Blue Hill Avenue and Seaver Street; Free Home for Consumptives, 428 Quincy Street, Dorchester; Gordon Home for Aged People and Incurables, 28 Montebello Street, Jamaica Plain; Homœopathic Hospital, Harrison Avenue and East Concord Street, New England Hospital for Women and Children, Dimock Street, Roxbury; St. Luke's Home for Convalescents, Roxbury; St. Margaret's Hospital, 86 Cushing Avenue, Dorchester; St. Elizabeth's Hospital, Brighton; St. Mary's Hospital, 90 Cushing Avenue, Dorchester; Salvation Army Maternity Hospital, 103 Train Street; United States Marine and United States Naval Hospitals, Chelsea.

The numerous dispensaries in Boston are important institutions. The Boston Dispensary, the oldest of its kind in the country, was founded in 1796 and incorporated in 1801. It divides the city into nine districts, its central office at Bennet and Ash Streets, where patients are treated medically and surgically and medicines are dispensed. Each district is in charge of a physician, who treats at their homes persons unable to go to the central office. There are various general dispensaries in different quarters of the city; also special dispensaries connected with hospitals, devoted to specific diseases.

Hospitals and medical schools are closely related; in both respects Boston is extraordinarily well equipped. We have seen how the Harvard Medical School in a way was an offspring from the Continental Army Hospital established at the West End during the Revolution, under Dr. John Warren. And when the Medical School was removed to Boston it ultimately became a next-door neighbor of the Massachusetts General Hospital in almost the same location—the Hospital furnishing the school invaluable opportunities in the way of clinical work, while the latter supplied the Hospital with interns and other officers from its graduates This intimate connection has always persisted, still continuing although the school has been removed to a distant quarter of the city. The staff of the hospital and the faculty of the school are largely identical.

The Massachusetts General Hospital is one of the largest and best organized institutions of the kind in the country, and the second oldest, the Pennsylvania Hospital in Philadelphia being its senior. It was founded in 1799, incorporated in 1811, and was opened for patients in 1821. From the start it has always occupied its present convenient location, but has expanded enormously to meet the demands of a community which in less than a century has grown to metropolitan dimensions. A bequest of five thousand dollars in 1799 for hospital purposes was its beginning. When it was incorporated, twelve years later, liberal provision was made for an extensive institution. The Legislature granted the old Province House property on condition that one hundred thousand dollars additional be raised within ten years. Later, in 1818, a source of large and permanent income was provided by the incorporation of the Massachusetts Hospital Life Insurance Company with the condition that one-third of the net profits go to the hospital—a condition that in 1835 likewise attended the incorporation of the New England Mutual Life, and in 1844 the State Mutual Life Assurance of Worcester. These sources, together with bequests and gifts, have provided a large income, more than six hundred thousand dollars being permanently invested for free beds. One of the earliest benefactors was John McLean (whose name was given to the street leading westerly to the hospital). He left one hundred thousand dollars to the hospital, and fifty thousand dollars to be divided between it and Harvard College. The McLean Asylum for the Insane (a branch of the hospital established in 1816) was named in his honor. The asylum is now in the suburb of Belmont on a sightly hillside. Another notable founder was John Lowell. The architect of the granite main building was Charles Bulfinch; the stone,

from the Chelmsford quarries, was hammered by convicts at the State Prison. Four large wards, added in 1873-1875, are named in commemoration of Drs. James Jackson, John Collins Warren, Jacob Bigelow, and S. D. Townsend. Patients from all parts of the United States and the British Provinces are eligible to treatment, either free or at cost. Infectious, chronic or incurable cases are barred, but these find treatment in other institutions. The hospital has a large training school for nurses and a convalescent establishment at Belmont.



Edward T. P. Graham, Architect

ST. ELIZABETH'S HOSPITAL, 750 CAMBRIDGE STREET, BRIGHTON

Near by, on Charles Street, is the Massachusetts Charitable Eye and Ear Infirmary, established by the efforts of Drs. Edward Reynolds and John Jeffries in 1824, to relieve persons unable to afford treatment elsewhere. It was incorporated in 1827. Its services are without charge; even glasses are given when required.

Another old Boston institution domiciled in the immediate neighborhood of the Massachusetts General is the Boston Lying-in Hospital at 24 and 26 McLean Street, organized in 1832 to carry poor and deserving women through the period of confinement. The greatest care is taken to exclude women of bad or doubtful character, although unmarried women pregnant for the first time are admitted. In 1882 an out-patient department was established. The institution has a branch at 174 Harrison Avenue.

An institution which includes a function of similar character is St. Mary's Infant Asylum and Lying-in Hospital at Everett Avenue and Jerome Street. It is now a rapidly increasing custom for prospective mothers of all classes to resort to a hospital for sake of the better care to be had there. Hence it is common for the general hospitals to have maternity departments. The private "Twilight Sleep" Maternity Hospital of Dr. Eliza T. Ransom, operating under modern methods, is mentioned elsewhere.

The Boston City Hospital, occupying the square between Harrison Avenue, Concord, Albany and Springfield Streets, was established by the city in 1864 under legislation enacted in 1858. The administration building, with its dome, shows handsomely from Worcester Square. The agitation for the hospital began in 1849 under the excitement caused by the cholera epidemic. It was in that year that Elisha Goodnow bequeathed to the city property to the value of about twenty-one thousand dollars, to be used for hospital purposes, one-half of the fund to be applied to establishing and maintaining

free beds. The hospital ranks as one of the greatest and best municipal institutions of the kind in the country. It is intended mainly for poor patients, resident in Boston, and also for the benefit of persons needing medical or surgical treatment and who are not to be regarded as subjects for charity. These are charged according to their means. In 1880 the hospital was incorporated. The board of trustees, appointed by the mayor, is authorized to receive personal estate, given or bequeathed, to an amount of not exceeding one million dollars. The hospital has a special relief station on the site of the old Boston & Maine Railroad station on Haymarket Square, and another in East Boston, and maintains a convalescent home in Dorchester.

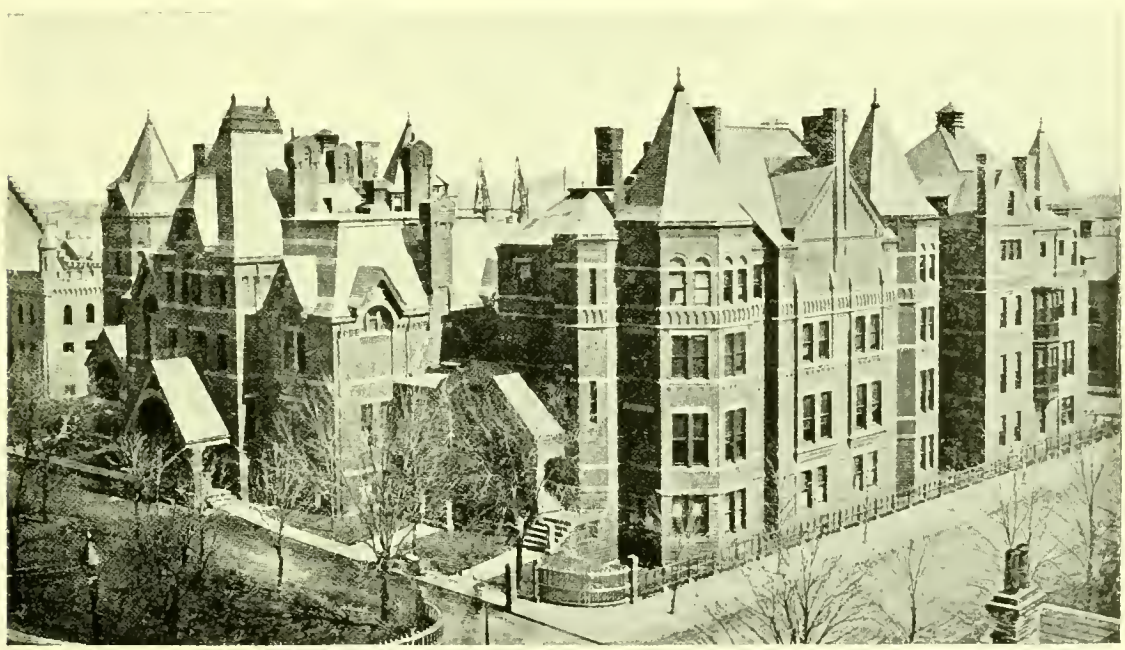
The New England Hospital for Women and Children, Codman Avenue, Roxbury, notable for its staff composed of educated women physicians, was established in 1862 and incorporated in 1863. It originated in the clinical department of the Female Medical College of Boston, the pioneer institution of its class in the world—merged in the Boston University School of Medicine in 1874.

The Massachusetts Homœopathic Hospital, on Harrison Avenue, was chartered in 1855, but remained inactive until 1870, when a small house on Burroughs Place was hired; it was opened there the next year with fourteen beds. The attempted expulsion of eight prominent homœopathic practitioners from the Massachusetts Medical Society for unbecoming and unworthy conduct aroused a strong popular interest for homœopathy; a public fair realized over eighty thousand dollars for the hospital, and the nucleus of the present extensive building was erected, opening in May, 1876. In 1881 the city conveyed to the hospital a large additional tract for extensions. It is notable that the methods of Allopaths and Homœopaths have under modern developments so converged that the latter are now recognized by the Massachusetts Medical Society as eligible to membership, while in many hospitals physicians of the two schools often consult and practice side by side.

The Carney Hospital, on Dorchester Heights, South Boston, was founded by a gift of thirteen thousand, five hundred dollars from Andrew Carney, and incorporated in 1885. It was established to relieve the sick poor, but is also appreciated by many pay patients. Although in charge of the Sisters of Charity, it is not a sectarian institution, and patients of all religious views are welcomed. It is told that a Baptist clergyman, under treatment there, feeling that he was dying, desired consolation by a minister of his own faith. The sister in attendance went out in the night to summon one; soon there was to be seen by his bedside a Baptist minister, while near by a Roman Catholic clergyman was administering the last sacrament to a dying Catholic.

The two Brigham Hospitals, both in the same neighborhood but radically different in function, have a notable history. Two brothers, long associated in the hotel and restaurant business in Boston, both left their large fortunes in trust for hospital purposes. Peter Bent Brigham, who for many years lived in a large house at Bulfinch and Allston Streets in the old West End, dying first, left his money to found a hospital for the benefit of the poor of Boston and the rest of Suffolk County. Robert Breck Brigham, a few years later, specified that his estate should be devoted to a hospital for incurable patients. The former left property which, when it came to its intended use, amounted to something like five million dollars; the bequest of the latter to about four million dollars. Two large and perfectly equipped institutions, each doing admirable work in its field, were the result. The Peter Bent Brigham Hospital, adjacent to the Harvard Medical School, has been developed on a basis similar to that of the Massachusetts General Hospital, while the Robert Breck Brigham Hospital on Parker Hill, near by, in accordance with the spirit of the bequest, is devoted to incurables and to patients suffering from chronic disease.

Nearly all hospitals of any magnitude now have their training-schools for nurses. Hence a nurse without a diploma from a school of character is not recognized in regular practice any more than a physician would be. The vocation of nurse is now an important profession; an indispensable adjunct to the physician and surgeon. It is notable that the first training-school was established by the New England Hospital for Women and Children in 1863. These schools are for woman nurses only. The



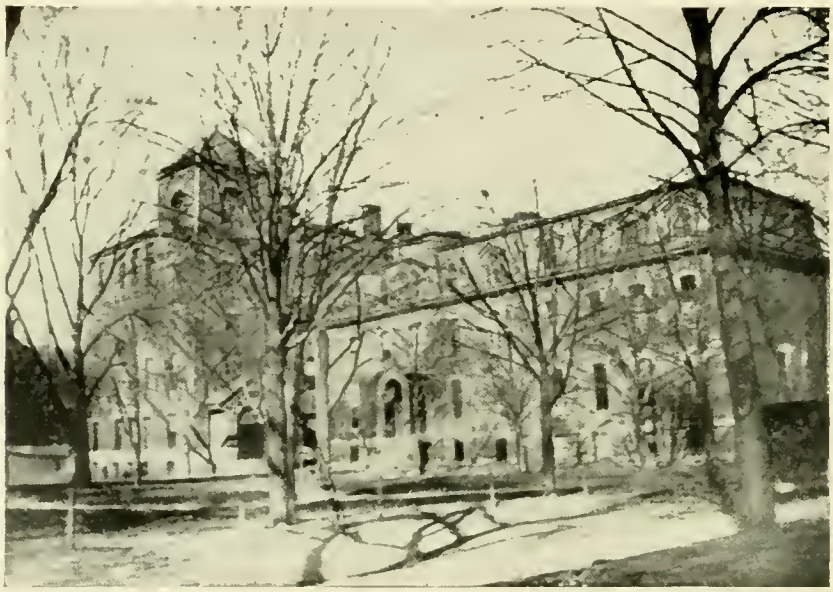
MASSACHUSETTS HOMŒOPATHIC HOSPITAL, 750 HARRISON AVENUE

two largest Boston schools are those of the Massachusetts General and the City Hospitals. That of the Massachusetts General, established in 1873, was incorporated in 1875 as the Boston Training School for Nurses. It is in charge of twenty-four woman directors. As usual in all such schools the course is for two years, and pupils are recognized as full nurses on passing the examination for the second year. Far from being regarded as a "menial" vocation, the calling of nurse is in good social standing; it is not uncommon for girls of the best families to pursue the studies.

The Harvard Medical School was established in 1782. Its course is now for four years; only graduates of colleges of recognized standing, or with an equivalent education, may become students. Annually a number of advanced students are selected for house-officers in the various hospitals in or near Boston. Its present location in the superb marble group of monumental buildings on Longwood Avenue, with its beautiful central court at the head of Louis Pasteur Avenue, is the fifth site it has occupied since its removal from Cambridge to Boston. The school began work in the old Holden Chapel of Harvard College in 1783 as the result of a course of lectures before the Boston Medical Library by Dr. John Warren. In 1810 it was removed to Boston, occupying rooms at 49 Marborough (now Washington) Street. Six years later it was removed to what became the School Committee Building on Mason Street, now owned by the city. After thirty years in this location it was removed in 1846 to a new building on North Grove Street, erected for it on land given by Dr. George Parkman, of tragic memory. In 1883 it was removed to the building at Boylston and

Exeter Streets, now the home of the Boston University College of Liberal Arts, erected for the Medical School at a cost of two hundred and fifty thousand dollars, subscribed by friends of the institution. It was believed that this building, then a model of its kind, would serve well for forty years. But in fifteen years it was outgrown.

In 1892 a great step forward was taken by lengthening the course to four years; in 1896 the entrance conditions were restricted practically to candidates with degrees from a recognized college or scientific school.



BOSTON UNIVERSITY SCHOOL OF MEDICINE, 80 EAST CONCORD STREET

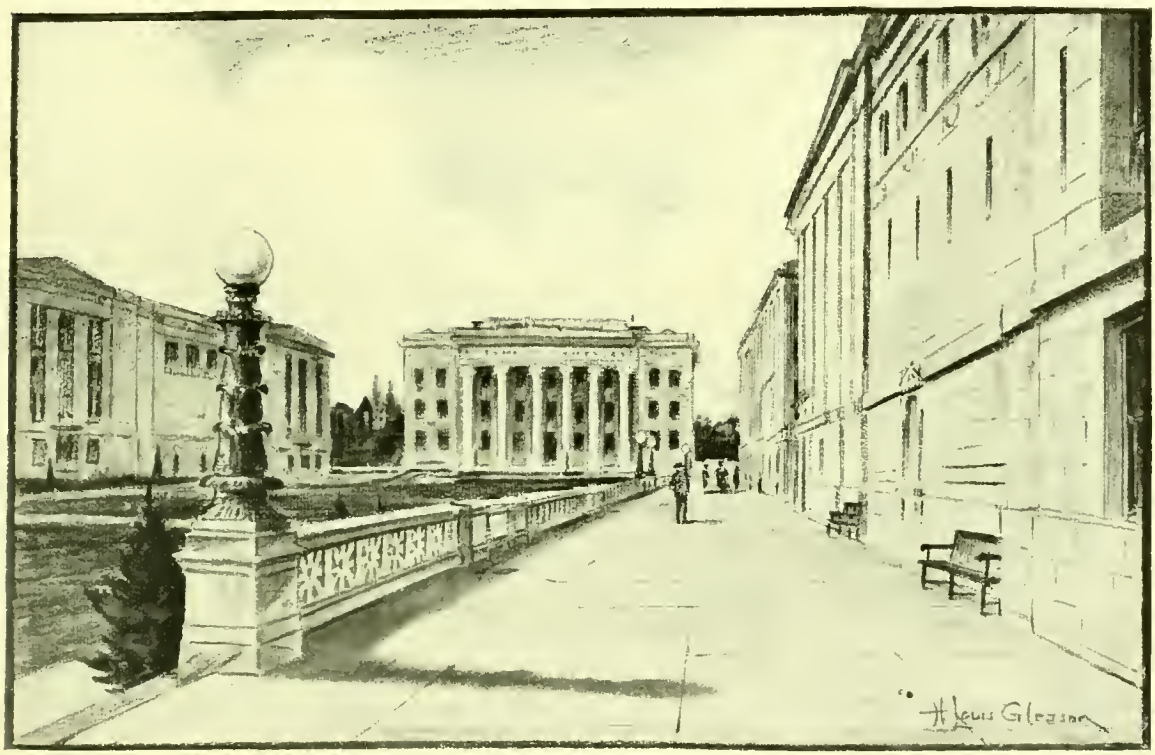
Then in 1899 the scope of the school was enormously extended by constituting a new faculty of medicine, consisting of the consolidated faculties of the Medical, Dental and Veterinary Schools, with authority to administer the three respective degrees. The dean of the Medical School was made the dean of the new faculty and separate administrative Boards were constituted for the three schools. The Dental and Veterinary Schools thus became subsidiaries of the Medical School; their specialties, recognized as branches of medical science, thereby achieving a new standing with enhanced dignity.

With this advance came plans for expansion designed to result in the most comprehensive and complete medical establishment in the world. A large tract in the Longwood section, lying between Longwood Avenue and Francis Street, was secured, with room not only for the Medical School and its subsidiaries, but for a large group of hospitals that would be invaluable for the purposes of the institution, with the wide range of observation thus made possible. The present marble group of five buildings, costing with their equipment nearly five millions ($4,950,000) was the result—made possible through gifts of one million, one hundred and seventy-five thousand dollars from John Pierpont Morgan and one million dollars from John D. Rockefeller, together with other large subscriptions in addition to available funds of the University. One of these subscriptions was of two hundred and fifty thousand dollars for a laboratory of pathology and bacteriology in memory of Collis P. Huntington, given by his widow, who later founded the Collis P. Huntington Memorial Hospital for the treatment of cancer, adjacent to the school. The five buildings of the Medical School are devoted respectively to administration, anatomy and histology, bacteriology and

pathology, physiology and physiological chemistry, pharmacology and hygiene.

In more recent years various important contributions to medical science have come from investigations conducted by members of the faculty of the Harvard Medical School. Among these, Dr. Frank Burr Mallory has thrown new light upon the nature of whooping cough and the microbe which causes it; Dr. William T. Councilman has made notable discoveries in relation to smallpox; Dr. Otto Folin's work in organic chemistry has proved of great value; Dr. Walter B. Cannon has not only done work of exceeding importance in his studies of digestive functions, but his discoveries in relation to the adrenal gland and the effect of its secretions upon the circulation of the blood have had momentous results—showing, for instance, how the promotion or retarding of the entrance of adrenal secretions into the blood through excitement of the emotions induces valor, rage, fear, and other modifications of human action.

Results of world-wide moment have come from the discoveries made by the expedition sent to South America from the Harvard School of Tropical Medicine—a subsidiary of the Harvard Medical School—in 1913, the year the school was opened. Its object was to collect material for use in the instruction of the students of the school, as well as to investigate certain forms of tropical diseases in that part of the world, particularly the malady known as *verruga peruviana*, which has afflicted inhabitants of Peru since remote historical times and long supposed to be an advanced stage of a disease called Oroya fever. The expedition, headed by Dr. Richard P. Strong, professor of tropical medicine at the Harvard Medical School, found two distinct diseases—the former due to a virus and the latter to a protozoan parasite of the red blood corpuscles and endothelial cells, which proved to be a new genus. The expedition demonstrated a method of vaccination against *verruga peruviana*. Other notable work of the



Drawing by H. Louis Gleason

HARVARD MEDICAL SCHOOL — 240 LONGWOOD AVE., FENWAY

expedition was in connection with the ulcerative disease called *uta*, long supposed a prehistoric form of syphilis or of leprosy, and later of *lupus vulgaris*. But the expedition found it due to a species of Leishmania.

The Harvard Dental School, established in 1868, occupies a handsome new building on Longwood Avenue, adjoining the Medical School. The first year of the three years' course is given in the Medical School in common with the medical students, being identical with the course of the latter. With the second year the students pass over to the Dental School under the instruction of its professors. The Dental School Infirmary is a department of the Massachusetts General Hospital. The dental students have the privilege of the museum, library and dissecting rooms of the Medical School.

The Boston University School of Medicine was organized in 1873 on a basis of homœopathic practice. Its course is for three years. In 1874, by act of the Legislature, the New England Female Medical College was united with this school. The school building, on East Concord Street, adjoins the Homœopathic Hospital, which affords to the students good opportunities for observation and clinical work. Male students are also allowed to be present at surgical operations performed at the Boston City Hospital, near by.

The Tufts College School of Medicine occupies, in common with the Tufts College Dental School, a large and convenient building on Huntington Avenue at the corner of Bryant Street. The School of Medicine was organized in 1893 to meet a demand for the sound training of young men desiring to be general practitioners in medicine and surgery. At the Harvard Medical School the new conditions had resulted in a training which was too long and expensive for young men of limited means who desired to engage in general practice. As a rule its students aimed at specialization; all but a small proportion came from the great cities, and it was in the cities that the specialists had their field. Hence the country districts, whose need was for the all-round doctor, were left uncared for. The two institutions are not at all competitive; a most cordial relationship therefore exists between the two faculties. The regular course at Tufts is for three years; a prerequisite for entrance is a year's academic training at some collegiate institution of recognized standing. At the very start the faculty represented an uncommonly able corps of instruction, numbering some of the foremost and most brilliant physicians and surgeons practicing in Boston, distinguished for their progressiveness. Although specialization was not aimed at, particular attention was given to certain branches upon which not so much stress had at that time been given at other institutions—particularly pathology, psychopathy and therapeutics.

The Tufts College Dental School is the largest in the United States, and the third in point of age. It was organized in 1868 as the Boston Dental College—its purpose "the advancement of dental art and instruction" in it by means of lectures and clinical exercises. An excellent library and a museum were soon established, together with an infirmary for the gratuitous treatment of poor persons, who were required to pay only for the gold and other materials used. At about the same time the Tufts Medical School was established, the Dental College was taken over and a great impetus was thereby given to its development along the lines which have placed American dentistry at the head throughout the world.

The Massachusetts Medical Society is the oldest State medical organization that has met continuously since its foundation. It was established in November, 1771, and was incorporated ten years later, its charter signed by Samuel Adams, president of the Senate, and John Hancock, governor. Through its authority to examine candidates as to their fitness and certify to the same, the Society has always exerted a powerful influence upon the practice of medicine and surgery in the Commonwealth. The first president was Dr. Edward Augustus Holyoke of Salem. It met at first in the

County Courthouse and afterwards in various other places, until the establishment of the Medical Library, since when it has met in the rooms of that institution. In 1789 the Society was given authority by the Legislature "to point out and describe such a mode of medical instruction as might be deemed requisite for candidates previous to examination." In 1803 the society divided the Commonwealth into four medical districts: the Middle, Southern, Eastern and Western, which later became the basis for the existing district medical societies. The society has issued many valuable publications, dealing with various aspects of medical and surgical practice.



CHILDREN'S HOSPITAL — LONGWOOD AVENUE, CORNER VILA STREET, FENWAY

The Massachusetts Homœopathic Medical Society had its origin in the Homœopathic Fraternity, established in 1840 by physicians of that school who used to meet at the homes of members. In 1856 its members were incorporated as above. The principle of Samuel Hahnemann, "like cures like," first influenced medical practice in Boston in 1838, when Dr. Samuel Gregg of Medford became a convert to homœopathy, followed soon after by Drs. Josiah Flagg of Boston, Charles Wild of Brookline, and C. M. Weld of Jamaica Plain. A Boston Homœopathic Society meets in the Medical College of Boston University.

The Boston Medical Library, a comparatively young institution, has had a phenomenal growth. It was founded in 1875 as the Boston Medical Library Association; in 1896 the word "association" was dropped from the title. Dr. Oliver Wendell Holmes was its first president. Beginning in two rooms on Hamilton Place, it accumulated four thousand, four hundred and eighty-eight volumes the first year. In 1877 it was incorporated. In 1878, when it purchased a building in Boylston Place, it had eight thousand volumes. On January 12, 1891, it moved to its handsome new building on the Fenway, next door to the Massachusetts Historical Society, named the "Warren B. Potter Memorial" in recognition of a handsome bequest. Here the memory of the library's first president is honored by the name of the stately reading-room, "Holmes Hall." The collections have again outgrown the ample quarters here provided and a large extension to the building has been planned. The library in 1915 had grown to eighty-five thousand, nine hundred and sixty-three volumes and fifty-eight thousand and forty-five pamphlets. This growth is due to the fact that the library, being recognized as the natural centre for medical literature in Greater Boston, has absorbed twelve distinct collections from various institutions, including the medical works of Harvard University, the Boston Athenæum, the Boston Public Library, the Waltham Public Library, and the medical

libraries of the various medical schools. This principle of library specialization proves of enormous convenience to the medical profession, since information sources are now concentrated in one place.

In the Forsyth Dental Infirmary for Children, Boston has an institution unique of its kind; so nobly beneficent as to deserve special attention here. Its founders had lived so quietly, their record in generous philanthropic activities so modestly withheld from the public eye, that when the announcement of a magnificent charity involving a gift of more than two million dollars was made, it was difficult to obtain an answer to the universal inquiry in the city where they had always lived: "Who are the Forsyth brothers?" It appeared that one of the largest and most prosperous of local industries, the Boston Belting Company, had been developed by the four brothers: James Bennett, George Henry, John Hamilton, and Thomas Alexander Forsyth—all of whom had regarded the handsome fortunes their work had earned for them, primarily in the light of a trust for the public good. Seldom have four brothers been so affectionately united in good intent. The inception for this charity came from the first of these brothers: James Bennett Forsyth. One day, when in the dentist's chair, he remarked that he desired to leave a half million dollars for some public charity and asked what might be a worthy object. The dentist, an old friend, suggested a dental infirmary for children, and set forth the value of such an institution so convincingly that Mr. Forsyth drew up a will to that end. This will was found unsigned. In the meanwhile George Henry Forsyth had also died, and the surviving brothers, their heirs, agreed not only to carry out the purpose of James Bennett Forsyth to the extent intended, but to amplify it so generously that, as a memorial to both, they founded the Forsyth Dental Infirmary for Children with an endowment of two million dollars, besides the enormous sum, amounting to more than a million dollars, expended upon the erection and equipment of a building that not only in its uncommon beauty stands a noble memorial monument, but in every respect is ideally suited to its purpose. T. P. R. Graham was the architect. In its blending of utility and beauty, the interior is worthy of the classic exterior. All possible means for convenience, comfort, and appliances of the most advanced type, were carefully provided for in the planning. The building and its contents are absolutely fireproof—even wooden furniture was made non-combustible. Scrupulous care has been taken to obtain the utmost hygienic character; to assure enduringly up-to-date results, standardized equipment was used only where it would meet all possible requirements; nearly everything was made according to carefully studied special designs. The architectural form gives remarkably complete expression to the main requirement of the infirmary: light — the exceptional window-spacing bringing the lofty room occupying the entire second story almost under outdoor conditions. All children of Greater Boston, either poor or moderately circumstanced, are eligible to free treatment here by a corps of trained dentists, sixty-four working at a time at as many chairs, while there is room for a second row of forty-four chairs to meet growing demands.

For the sake of the scrupulous cleanliness demanded, the interior is specially constructed to that end: all corners are curved, and glazed tile is extensively used in surfaces of walls and ceiling. This tile work, beautifully designed, includes the art of the Delft and Moravian, and the local Grueby and Paul Revere, potteries. The beautiful children's waiting-room in the basement has mural decorations in richly colored tiles representing charming legends and fairy tales. Here in the basement is a sterilizing equipment where thousands of implements are treated at a time, every new patient being provided with a complete tray of fresh instruments. On the first floor are a room for popular lectures on dental hygiene; a Founders' Room with memorials of the Forsyth family; a museum and laboratory for dental hygiene; rooms for extracting

and anæsthesia, the amphitheatre (upper part), wards for patients, and the department for treating diseases of the ear and throat, so closely related to dental hygiene.

Connected with the Infirmary is a Postgraduate School of Orthodontia. This important scientific specialty of dentistry is here taught under conditions nowhere else so favorable. Several new and radical ideas in this field have been introduced. There is having been demonstrated that some of the most serious bodily ills were due to diseases of the teeth and associated parts. Dental hygiene had thus become a most important feature of the school system; opportunely this institution has provided for its comprehensive treatment facilities such as yet exist in no other community. In 1911-1912 the Boston Board of Health had found that out of one hundred and eighteen thousand,



FORSYTH DENTAL INFIRMARY FOR CHILDREN, 140 FENWAY

a full academic year of instruction and work. The broad curriculum includes all correlative subjects while remaining intensive in each branch, and always bearing upon the bodily welfare of the child. The aim is to educate specialists and teachers; the science is taught eclectically.

The foundation of the Forsyth Infirmary came appropriately at a time when the public had only just been made aware of the essential relationship between dental hygiene and the general health of the human being, it seven hundred and eighty-one Boston school children, fifty-one thousand, three hundred and forty had defective teeth, while nearly as many more suffered from related troubles. In the about equal number in the remaining communities of Greater Boston similar conditions probably obtain. Good teeth mean good health, hence the influence of this institution upon future generations in a great metropolitan community is incalculable, and its founders have the city's unalloyed gratitude.

HUGH CABOT, M.D.

Hugh Cabot was born at Beverly Farms, August 11, 1872. He attended the Roxbury Latin School and afterwards entered Harvard College, graduating in the academic course in 1894, and obtaining the M.D. degree in 1898. He was house surgeon at the Massachusetts General Hospital for one year after graduating, and then began the practice of surgery. He is at present assistant Professor of Surgery at the Harvard Medical School and chief of a service at the Massachusetts General Hospital. Dr. Cabot's ancestors came from the Isle of Jersey, the American branch being founded in New England in the seventeenth century. He is a member of the St. Botolph Club, the Papyrus Club, the Union Boat Club, the Hasty Pudding Club and the Delta Kappa Epsilon fraternity. He is a director of the Journal Newspaper Co., and trustee and member of the executive committee of the New England Baptist Hospital. While most active in his work, Dr. Cabot finds time for various outdoor sports, of which he is very fond.



DR. HUGH CABOT

CONRAD WESSELHOEFT, M.D.

Dr. Conrad Wesselhoeft, author and writer on medical subjects, was born in Cambridge, Mass., in 1884. His preparatory education was received at Brown & Nichols School and at Haubinda, Germany. He took the classical course at Harvard University, and entering the Harvard Medical School obtained the M.D. degree upon graduation in 1911. He is attending physician at the West Department of the Massachusetts Homeopathic Hospital; Editor of the New England Medical Gazette and Instructor in Pharmacology at the Boston University Medical School. Dr. Wesselhoeft is a member of the Harvard Club of Boston, the Æsculapian Club of Boston, the Massachusetts Homeopathic Medical Society and the American Institute of Homeopathy, and is an Associate in Research of the Evans Memorial. In addition to his medical work, Dr. Wesselhoeft has contributed to numerous medical journals and is the author of "History of Digitalis Therapy in Heart Disease," "A Study of the Action of Quinine in Malaria," "History of Malaria and Quinine," "The Standardization of Digitalis" and "The Therapeutics of Scarlet Fever." He resides at 535 Beacon Street.

The Arnold Arboretum has enriched incalculably the horticultural resources of the United States by the introduction of new varieties and species of trees and shrubs.

CHARLES M. GREEN, M.D.

Dr. Charles M. Green, obstetrician and gynecologist, was born in Medford, Massachusetts, December 18, 1850. He is of old New England ancestry, and his medical education was obtained at Harvard. He has served as professor in the Harvard Medical School for many years, in the hospitals of Boston, and is a member of many medical, historical, and patriotic societies. He served five years on the School Committee of Boston, and for over thirty-four years in the Massachusetts Volunteer Militia. He resides at 78 Marlborough Street.

FRANK ELLSWORTH ALLARD, M.D.

Dr. Frank Ellsworth Allard, medical director of the Boston Mutual Life Insurance Company, was born in Wheelock, Vt.,



DR. FRANK ELLSWORTH ALLARD

March 14, 1862. Since his graduation from Dartmouth College in 1885, and before and since obtaining his M.D. degree from the Boston University School of Medicine, Dr. Allard has filled many positions of importance in the educational field, has lectured extensively and has prepared many articles on preventative medicine and public health subjects. He was principal of the Boston Farm School 1885-9; principal of the Malden Evening School, 1889-97; he was house surgeon of the Massachusetts Homeopathic Dispensary for one year and superintendent of the Chardon Street Dispensary 1892-8. He was instructor in Physiology at the Boston University School of Medicine for 1912 and is now also lecturer at the same institution on Physical Economics. Dr. Allard has been medical director of the Boston Mutual Life Insurance Company since 1888 and is examining surgeon of the Casualty Company of America. He is past president of the American Association of Medical Examiners and holds membership in the Massachusetts Society of Examining Physicians, Boston Homeopathic Medical Society, Massachusetts Homeopathic Medical Society, American Institute of Homeopathy, Eta Eta Chapter, Sigma Chi, Boston City and Art Clubs. Dr. Allard was married in Norwich, Vt., May 15, 1888, to Ada Eliza Booth, and they have one daughter, Beatrice Allard, A.B., Mt. Holyoke College, 1915. Dr. Allard's success in his profession is the result of close application and hard work. He was left an orphan when two years old, after which he lived with his grandparents until he was eighteen years old, working on the farm and eventually earning his way through high school and college. His offices are at 77 Kilby Street and 419 Boylston Street.

No city in America can excel Boston in educational facilities. It has produced physicians of world-wide celebrity, and the high reputation of its hospitals, which are unsurpassed in equipment and management, is due to the excellence of the medical staff, which include physicians of international repute.

SAMUEL JASON MIXTER, M.D.

Dr. Samuel J. Mixter was born in Hardwick, Mass., in 1855, and after graduating from the Massachusetts Institute of Technology and Harvard Medical School, took up the practice of medicine in 1879. He has been assistant in anatomy, assistant demonstrator, instructor in surgery, and assistant in operative surgery at Harvard, and has been lecturer at the same institution since 1903. He is consulting surgeon at the Massachusetts General Hospital and the Massachusetts Charitable Eye and Ear Infirmary. He is a Fellow of the American Surgical Association, American Academy of Arts and Sciences, and member of the American Medical Association, Massachusetts Medical Society and the Société Internationale de Chirurgie, Paris, France. Dr. Mixter's office is at 180 Marlborough Street, Boston.

MYRON L. CHAMBERLAIN, M.D.



DR. M. L. CHAMBERLAIN

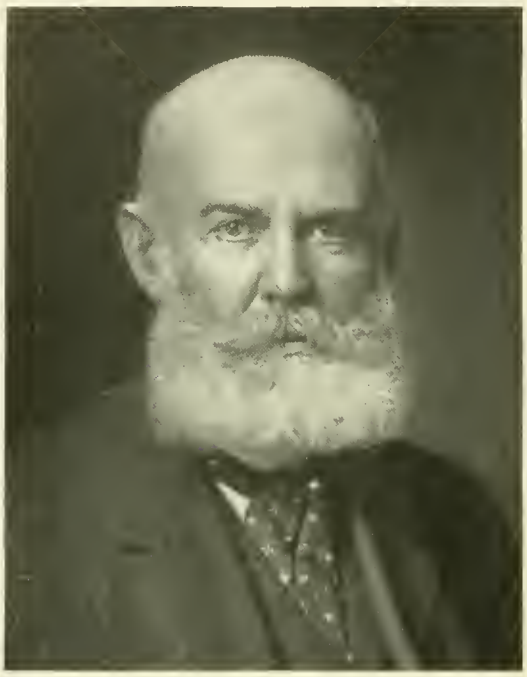
Dr. M. L. Chamberlain was born in Greenwich, Mass., on September 22, 1844. He fitted for college at New Salem Academy, but abandoned a prospective Harvard College education to enlist as a recruit to the 10th Massachusetts regiment, but was

discharged because of ill health in 1862. After the recovery of his health he began to study medicine and attended the Berkshire Medical College, the Medical Department of the University of Maryland, and the Bellevue Hospital Medical College, from which he was graduated in 1867. On the 6th of February, 1865, after an examination at the State House by Surgeon-General Dale, Surgeons McClaren and Townsend, C. A. Dana, assistant Secretary of War, appointed Mr. Chamberlain a medical cadet in the regular army. He received an honorable discharge in the spring of 1866, having been retained in service until all other cadets had been discharged, and having been stationed at the Dale General Hospital, Worcester, and the Hicks General Hospital, Baltimore, Md. Dr. Chamberlain came to Boston in 1878, after seven years of practice in Southbridge, Mass., and two years of study and travel abroad, and, without prestige and almost without friends, quickly acquired, and still holds, one of the most desirable practices in the city. He comes of an illustrious ancestry. He is descended in the sixth generation from Lieut. Nathaniel Felton, "The Patriarch of Old Salem," who came from England in 1633, and who was the direct ancestor of the late President Felton of Harvard College, and his wife, Mary Skelton, the daughter of Rev. Samuel Skelton, the first minister of the first church of Salem, who came from England on the second voyage of the "Mayflower" in 1629, having left his native country because of persecution for his non-conformity. Francis Higginson accompanied him and became teacher in the church. The Colonial authorities granted Rev. Mr. Skelton for his sacrifices two hundred acres of land, on which now stands Danversport. Dr. Chamberlain's great-grandmother, widow Katherine Deland, was the first public school teacher in the north precinct of Salem, and the Peabody Historical Society recently erected a granite and bronze memorial to her and to mark the site of the house in which was held the school. He is also the sixth generation from John Proctor of Salem, the witchcraft martyr. The old house of Nathaniel Felton still stands in Peabody, formerly a part of Salem, and has been occupied by a Nathaniel Felton in direct descent, continuously, until two years ago, when the last Nathaniel Felton died, and it is still the home of the latter's sister, Mrs. Gould. Other descendants of Nathaniel Felton went, as original settlers, to New Salem, Mass., and were instrumental with others in obtaining financial assistance from the State to build the New Salem Academy, the first to receive State aid, and which is still flourishing. It has been the alma mater of very many Chamberlains and Feltons from its first session down to the present day. Dr. Chamberlain comes of a medical family. His father, Dr. Levi Chamberlain, practiced medicine in Massachusetts forty years; a brother, Dr. George Felton Chamberlain, practiced forty-seven years, and another brother, Dr. Cyrus Nathaniel Chamberlain, practiced forty-eight years, four of which were spent as Surgeon, U. S. V., in the Civil War; the latter was selected by the General Court of Massachusetts from all the surgeons who went to the war from Massachusetts, to build and take charge of the Dale General Hospital at Worcester, Mass., in 1865. This serves to show Dr. Chamberlain's sturdy New England ancestors, but the family history is traced a long time back. A member of the titled family, de Tankerville, influential then and now, and having large estates down to the present time in the valley of the Loire, in France, went to England as an officer at the time of the Norman Conquest and was made chamberlain to the king. He adopted Chamberlain as a family name, and his descendants continued its use thereafter.

Dr. Chamberlain is a member of the Massachusetts Medical Society, the Boston Medical Library and the American Medical Association. He has been an occasional contributor to medical publications and is the originator of a new idea in surgery, and an apparatus to make it effective, which have proved their worth by the saving of several human lives.

GEORGE HAMLIN WASHBURN, M.D.

Dr. George H. Washburn was born May 2, 1860, in Constantinople, Turkey, the son of George and Henrietta Loraine (Hamlin)



DR. GEORGE H. WASHBURN

Washburn. The father was a clergyman who was a recognized authority upon questions connected with the politics of Southeastern Europe, and was decorated with the Order of St. Andrew by Prince Alexander of Bulgaria and the Order of Civil Merit by Prince Ferdinand.

Dr. Washburn lived abroad the greater part of his time up to 1878 and received his preparatory education at Robert College, Constantinople. Returning to this country he entered Amherst College and graduated A.B. in 1882. Harvard conferred the M.D. degree upon him in 1886, since which time he has practiced in Boston. He is professor emeritus of obstetrics at Tufts College Medical School, late visiting gynecologist to St. Elizabeth's Hospital and consulting surgeon, Free Hospital for Women. Dr. Washburn is a member of the American Medical Association, the Massachusetts Medical Society, the Boston Obstetrical Society, of which he was formerly president, the Delta Kappa Epsilon Fraternity and the Congregational and University Clubs. Dr. Washburn was married September 22, 1887, to Anna M. Hoyt, of Auburn, N. Y., the union bringing four children, Mrs. Anna Loraine Hall, of New York; George Edward Washburn, of Proctor, Vt.; Arthur H. Washburn, a teacher at Robert College, Constantinople, of which his grandfather was president; and Alfred H. Washburn, who just graduated from Amherst College. He resides at 377 Marlborough Street and has a summer home at Manchester, Mass.

There is no city in the entire country better equipped for expansion than Boston.

SAMUEL A. KIMBALL, M.D.

Dr. Samuel A. Kimball was born August 28, 1857, in Bath, Maine. He graduated from Phillips (Andover) Academy, 1874; Yale College, 1879; Harvard Medical School, 1882, and Boston University School of Medicine in 1883. He began practice in Melrose, Mass., in 1883, but removed to Boston in 1886, and has since practiced here continuously. Dr. Kimball is descended from Richard Kimball, who came to this country in 1634. He is a member of the Massachusetts Homeopathic Medical Society, the International Hahnemanian Association, the Society of Homeopathicians and the Delta Kappa Epsilon Society. He resides at 229 Newbury Street. He was married October 17, 1883, to Belle C. Trowbridge of Portland, Maine. There are two children, John H., born in Melrose May 6, 1886, and Joseph S., born in Boston May 20, 1889.



DR. SAMUEL A. KIMBALL

SETH FENELON ARNOLD, M.D.

Dr. Seth F. Arnold was born in Westminster, Vt., December 21, 1878. The family is of English origin, the American branch being established in 1640, at Haddam, Conn., the founder being one of twenty to take a grant of land from the King of England. Dr. Arnold was educated at the Kimball Union Academy, Meriden, N. H., class of 1896; Vermont Academy, Saxton's River, Vt., class of 1899, and afterwards attended the Rose Polytechnic Institute, Terre Haute, Ind., for nearly three years, with the class of 1903. He was graduated from Tufts College Medical School in 1908 and has since practiced in Boston. He was a member of the Boston City Committee 1906-7, the Boston City Council 1908-9, and of the Massachusetts House of Representatives in 1910. Dr. Arnold is a member of the Sons of the American Revolution, American Microscopic Society, Mercantile Library Association, Sigma Nu and Phi Chi Fraternities, the Massachusetts Republican Club and the Lincoln Club of Boston. His address is 92 Huntington Avenue.



DR. SETH F. ARNOLD

WILLIAM MERRITT CONANT, M.D.

Dr. William M. Conant, one of the well-known surgeons of the city, was born January 5, 1856, in North Attleboro, Mass., the son of Ira M. and Mary F. (Bassett) Conant. His preliminary education was at the Bridgewater (Mass.) Academy, Phillips (Andover) Academy, and Adams Academy, Quincy, Massachusetts. He entered Harvard College for the classical course and graduated A.B. in 1879, and was awarded the M.D. degree by the Harvard Medical School in 1884, after he had been a house officer for one year and a half at the Massachusetts General Hospital. Dr. Conant has practiced in Boston since 1885. He is professor of clinical surgery at Tufts Medical School and consulting surgeon to the Massachusetts General Hospital. He is a member of the American Medical Association, the American College of Surgeons, the Association of Military Surgeons of the United States, the Massachusetts Medical Society, the American Society of Anatomists and the Society of Medical Improvement and Medical Sciences. He is a member of the Beacon Society, the Harvard Club of Boston and New York, the Country Club of Brookline, Algonquin Club, and Army and Navy Club of Washington, also the Boston Athletic Association. Dr. Conant was married in Boston, November 12, 1884, to Mary A. Bennett. He is a Republican in politics, and a member of the Episcopalian Church. He resides at 486 Commonwealth Avenue.

The Home for Aged Men on Springfield Street was organized in 1861. Its purpose is to provide a home for and assist respectable, aged and indigent men.

EVERETT JONES, M.B., M.D.

Dr. Everett Jones was born in Corinna, Maine, and was educated at Boston and Harvard Universities, the former institution conferring the Bachelor of Medicine degree upon him in 1897. For the past ten years he has specialized in diseases of the nose, throat and ear. Dr. Jones is on the staff of the Massachusetts Homœopathic Hospital and is a member of the American Medical Association, Massachusetts Medical Society, Massachusetts Homœopathic Medical Society, The American Institute of Homœopathy, American Homœopathic Ophthalmological, Otological and Laryngological Association, Massachusetts Surgical and Gynecological Society, and the Tedesco Country Club of Swampscott. His office is at 419 Boylston Street, and he resides at 1658 Beacon Street. His summer residence is at Marblehead.

GEORGE BURGESS MAGRATH, M.D.

Dr. George B. Magrath, medical examiner for Suffolk County, was born in Jackson, Mich., October 2, 1870. After a thorough preparatory education he graduated A.B. from Harvard in 1894 and M.D. in 1898. He was House Officer in the pathological service at the Boston City Hospital in 1898, assistant in pathology at the same institution from 1895-1905, and assistant in hygiene 1905-7. He was pathologist to Long Island (Boston) and Carney Hospitals from 1898 to 1905 and assistant to the secretary of the Massachusetts Board of Health in 1905-7. Dr. Magrath has been instructor in legal medicine at the Harvard Medical School since 1907. He is a member of the American Medical Association, the Massachusetts Medico-Legal Society, of which he was formerly president, the Suffolk District Medical Society, the St. Botolph Club, Union Boat Club and Harvard Club of Boston. Dr. Magrath has been a frequent contributor to medical journals and is the author of "Studies in Pathology and Etiology of Variola and of Vaccinia."



DR. GEORGE B. MAGRATH

C. DELETANG EBANN, M.D.

Dr. C. Deletang Ebann, who specializes in stomach troubles and rheumatism, was born at Paris, France, and was educated at the leading institutions of learning abroad and in the United States. He came to America nearly forty-five years ago and studied medicine at Tufts College, which conferred the M.D. degree upon him. He has practiced in Boston successfully for twenty-five years, with offices at 25 Marlborough Street.

HELMUTH ULRICH, M.D.

Dr. Helmuth Ulrich, who is Research Associate in Pathology and Librarian at the Evans Memorial Department of Clinical Research and Preventive Medicine, connected with the Massachusetts Homeopathic Hospital, was born October 31, 1882, in Arras, Germany, and obtained his preparatory education at the Rochlitz Seminary, Germany. Upon coming to America he became a special student at Harvard College and during 1906-7 studied at the University of Pennsylvania Medical School. He obtained the M.D. degree from the Boston University Medical School upon graduation in 1911. He was House physician at the Metropolitan Hospital, New York, 1911-12, and has been lecturer in Pathology at the Boston University School of Medicine since 1913. Dr. Ulrich took a post-graduate course in Pathology at the Friedrichshaien Krankenhaus, Berlin, in 1914. He is a member of the Alpha Sigma Fraternity and the Boston Medical Library. His offices are at 1474 Commonwealth Avenue.



DR. HELMUTH ULRICH



CRYSTAL LAKE, WAKEFIELD. A PRETTY SPOT ON THE BAY STATE STREET RAILWAY

WILLIAM PHILLIPS GRAVES, M.D.

Dr. William Phillips Graves was born in Andover, Mass., January 29, 1870, the son of William Blair and Luranah Hodges



DR. WILLIAM P. GRAVES

(Copeland) Graves. The immediate members of Dr. Graves' family are noted among New England's professional men. The father, William Blair Graves, was for many years professor of natural sciences at Phillips Academy, Andover, instructor in mathematics at Amherst and professor of mathematics and civil engineering at the Massachusetts Agricultural College, while the brother, Henry Solon Graves, was formerly professor of forestry and director of the Yale Forest School and is Chief Forester of the United States. Dr. Graves was educated at Phillips Academy, Andover, graduating with the class of 1887. He took the classical course at Yale and received the A.B. degree in 1891. He afterwards entered the Harvard Medical School, receiving the M.D. degree in 1899. Dr. Graves was a teacher in the Hill School, Pottstown, Pa., for four years previous to studying medicine. He began practice in Boston in 1900, and has since filled many important positions in the hospitals and colleges of the city. He was chosen surgeon-in-chief of the Free Hospital for Women in 1907; professor of gynecology at the Harvard Medical School in 1911, and is consulting physician for Boston Lying-in Hospital. He is a member of the American Medical Association, American Association for Cancer Research, the Massachusetts Medical Society, American Gynecological Society, the Skull and Bones, of Yale, St. Botolph, Harvard, Tennis and Racquet, Country and Boston Athletic Clubs. He was married October 10, 1900, to Alice M. Chase of Boston. His address is 244 Marlborough Street. Dr. Graves is author of "Graves' Gynecology," a textbook published in 1916.

HOWARD W. NOWELL, M.D.

Dr. Howard W. Nowell, who has devoted much time to pathological research, was born in Merrimacport, Mass., May 16, 1872. He was graduated from Lyndon (Vt.) College, and the following year took a course at the Massachusetts College of Pharmacy. He studied medicine at Boston University, from which he was graduated in 1911.



DR. HOWARD W. NOWELL

Dr. Nowell was Instructor of Pathology at Boston University School of Medicine 1911-13, and professor at the same institution 1913-15. He was Pathologist at the Massachusetts Homeopathic Hospital 1911-13 and Special Pathologist for the Evans Memorial for Preventive Medicine and Clinical Research. In 1913 he published a report of research work on cancer. He is a member of the Boston City Club, the Masonic Fraternity, the I. O. O. F., American Institute of Homeopathy, Massachusetts Surgical and Gynecological Society, Massachusetts Homeopathic Medical Society and the Boston Medical Society. He resides at 535 Beacon Street.



DR. ELIZA T. RANSOM

ELIZA TAYLOR RANSOM, M.D.

Dr. Eliza Taylor Ransom, specialist in mental and nervous diseases for many years, was the first physician in the United States to establish a Twilight Sleep Maternity Hospital devoted solely to testing out this method of Dämmerschlaf in America. Dr. Ransom was born in Ontario, Canada. She was educated in the New York State public schools and is a graduate of the Boston University School of Medicine, post graduate of Johns Hopkins Medical School, New York Post-Graduate School, the Polyclinic, Harvard and the Neurological and Pathological Institute of New York. Her medical degree was conferred by Boston University in 1900. Dr. Ransom began practice in 1902, at 373 Commonwealth Avenue, Boston. She was first vice-president of the Homeopathic Medical Society in 1903 and 1907, and is at present medical examiner for the Equitable Insurance Co., the Employers Liability Corporation and Jordan, Marsh Co.

Dr. Ransom began life as a teacher in a country school in northern New York, at $3.00 per week. Later, after graduating from the Oswego Normal School, she taught in the town of Pepperell and Westboro, as Principal of the Grammar School and was also instructor in the Lyman School for Boys. After teaching in public schools of Boston and Brookline, she relinquished that work for the study of medicine and later she became lecturer in the chair of Histology at the Boston University Medical School, which she held for several years. She is a member of the Copley Society, Women's Political Equality Union, National Suffrage Association, Women's City Club, Canadian Club, Women's Municipal League, Twentieth Century Medical Club, Massachusetts Homeopathic Medical Association, the New England Twilight Association and the Women's National Association. She is the mother of two beautiful daughters, hence her interest in the recent highly scientific and humane delivery of the coming generations. The Twilight Sleep Maternity Hospital, which Dr. Ransom conducts at 197 Bay State Road, is a thoroughly equipped modern maternity institution. In the treatment of cases by the Freiberg method, Dr. Ransom has been highly successful and is considered both locally and at large by the profession and by the laity as a pioneer as well as a proficient and persistent demonstrator of the best method yet extant for the deliverance of the race, presenting as is claimed by its adherents, the method above all others for reducing the present high death rate of infants at birth. It eliminates birth palsies responsible for many of our crippled and deformed children, and renders to feminine humanity a service incomparable and yet unapproached by any other known method.

A. WILLIAM REGGIO, M.D.

Dr. A. William Reggio, who has for the past four years specialized in surgery, is one of the younger practitioners of the city.



DR. A. WILLIAM REGGIO

Dr. Reggio was born in Germany in 1886, the son of Andre C. Reggio, trustee of the Carney estate, and grandson of Nicholas Reggio, who was an old Boston merchant, and at different times United States Consul to Smyrna, Turkey and Italy. Dr. Reggio received his preparatory education in England, Germany and Switzerland, and upon his return to Boston finished at the Volkmann School, whence he entered Harvard University for the classical course, and graduated in 1908. He then matriculated at the Harvard Medical School and was awarded the M.D. degree in 1912. He also graduated from the Massachusetts Hospital in 1914, and at the present time is a graduate assistant at the same institution. He is a member of the Tennis and Racquet, Harvard (Boston and New York) and Æsculapian Clubs, the Harvard Musical Association, the Massachusetts Medical Society, the American Medical Association and the Boston Medical Library Association. Dr. Reggio was married May 12, 1914, to Marian Shaw, daughter of Charles T. Lovering. His office is at 40 Fairfield Street, Boston.

GEORGE S. C. BADGER, M.D.

Dr. George S. C. Badger was born in Boston, May 31, 1870. His preparatory education was received at the Boston Latin School. Yale conferred the A.B. degree upon him in 1892 and the A.M. in 1894. Entering Harvard Medical School, he graduated in 1897, cum laude, with the M.D. degree. He began the practice of medicine in Brookline, afterwards removing to Boston, and now resides at 48 Hereford Street. Dr. Badger is Instructor in Medicine at the Harvard Medical School, Visiting Physician to Out-patients of the Massachusetts General Hospital, Physician to the New England Baptist Hospital and a Member of the Advisory Committee on School Hygiene of the Boston Public Schools. He holds membership in the Yale Club of Boston, Harvard Club of Boston, Graduates Club of New Haven, American Medical Association and the Massachusetts Medical Society. He was married June 15, 1900, to Grace



DR. GEORGE S. C. BADGER

M. Spear of Cincinnati and they have two children, Sherwin Campbell Badger, born August 29, 1901, and Virginia Badger, born February 15, 1911. Dr. Badger's summer home is in Cohasset.

CHAPTER XVIII

BOSTON'S WOOL TRADE

A World Leader in this Industry—A Trade Fortunate in Attracting the Most Energetic and Reliable Merchants

By Henry A. Kidder

FROM the earliest times, Boston stands forth pre-eminently as the leading wool market of the country. Amid all the changes wrought in financial and commercial circles, the shifting centres of industrial production, and the marvelous growth of the West and South, no other city or community has been able to wrest supremacy from Boston's wool trade. Determined efforts have been made from time to time, notably by New York and Chicago, to divert the business so successfully and profitably carried on here, but without success. Boston still magnificently leads in both the volume of wool sold and its value when expressed in terms of money. With the exception of London, before the war, it is the most important wool market in the world, and through all the changing years has maintained its relative control of both the handling of the domestic clip and the importation of foreign wools necessary to make up the deficiency where the domestic supply falls short. It is possible that even after the war it may pass London in the race for world supremacy.

Years ago, a shrewd observer said of the Boston market: "There is no other wool market in the world where a man can see so much wool in a day as he can in Boston. There is no other wool market in the world where a man can buy so much wool in a day without boosting the price as he can in Boston. In this market, which sometimes handles four hundred million pounds of wool, or one hundred million pounds more than the entire production of this country, a man can purchase thirty million to fifty million pounds in a day or two, during the wool season, and it will scarcely cause a ripple. Yet if he were to go into the London auctions, where in the aggregate as much wool is handled as here, it is doubtful if he could buy five hundred thousand pounds in a day without bidding up the price at least a half-penny."

More than a century ago, Alexander Hamilton, writing of the manufactures of New England, called attention to the fact that it was a "vast scene of household manufacturing," and that the greater part of the men in these communities were clothed with the product of hand looms of New England housewives. From their own farms came the wool which the women spun into yarn and wove into cloth to supply the needs of their "men folks." Homespun was then universally worn by all but the wealthy. The spinning wheel and the hand loom were then as common in the homes of the well-to-do as the piano and the sewing machine are today. Hamilton was the first public man to advocate the encouragement and protection of the domestic manufacturers of wool, but it is doubtful if even his prophetic soul could have foreseen the extent to which the industry was destined to be developed in later years, or its importance in furnishing employment to the working people, or as a source of wealth to the community.

Then, all the wool used in New England was grown on her hills, but wool growing has long ceased to be a prominent feature of her industries, though, for a brief period during and immediately following the Civil War, considerable wool was raised in Northern New England, the high prices then prevailing making the business profitable. While the centre of wool production has moved West, and for many years has been beyond the Mississippi River, the control of its distribution has remained in the hands of Boston's merchants, while New England still maintains its supremacy in the business of wool manufacture. The question is often asked: "Whence this preëminence of the city in the wool trade?" and the answer is not long in coming nor the reason difficult to find. New England was the birthplace of the wool manufacturing industry in this country, and still dominates the industry. Ample water power and plenty of skilled labor were important factors in this development, and dotted all over the six states are to be found communities of which the centre is the woollen mill. It was but the extension of the idea of home production which Hamilton found so attractive. Massachusetts, especially, has been prominent in the industry, and though other states and other sections have entered into wool manufacturing with much energy, the Bay State is still the greatest wool manufacturing state in the Union.

In the growth of this great industry, Boston men and Boston capital have ever played an active and increasingly important part. What more natural than that the city from which the industry was managed and largely financed should also control the marketing and the distribution of the raw material. According to the last Federal census, there were nine hundred and eighty-five establishments in the United States devoted to wool manufacture, employing one hundred and sixty-eight thousand, seven hundred and twenty-two hands, and turning out an annual product valued at four hundred and thirty-five million, nine hundred and seventy-eight thousand, five hundred and fifty-eight. New England has four hundred and forty-eight establishments, employing one hundred and seven thousand, one hundred and twenty hands, with a product valued at two hundred and seventy-five million, six hundred and forty-eight thousand dollars. Both in the number employed and the value of the product, New England accounted for over sixty-three per cent. of the total. Massachusetts, with only one hundred and eighty-three establishments, had fifty-three thousand, eight hundred and seventy-three people employed, or nearly fifty per cent. of all New England, while the product of its wool manufacturing industry was valued at one hundred and forty-one million, nine hundred and sixty-seven thousand dollars, over fifty-one per cent. of all New England, and thirty-two and six-tenths per cent. of the production of the whole United States. These figures were given before the outbreak of the war. In the past seventy-five years the relative position of Massachusetts and New England in regard to the wool manufacturing industry of the country has not changed. Both still stand at the head and surpass all other states and sections in the volume and value of wool manufactures.

Wool manufacturing and wool handling are indissolubly linked together. Boston became the recognized centre of the trade, and here came the mill buyers to renew their stocks of wool when the needs of their plants demanded. Most of the early mills were of small size, compared with the enormous plants now devoted to wool manufacture, and yet the gathering, sorting and shipping of the wool they used rapidly grew into a great business. At first combined with other lines of trade, wool buying and wool handling soon came to have separate warehouses and selling agencies. Enterprising buyers ransacked the four quarters of the globe for raw wool supplies, and, under the influence of a tariff for the most part rigidly protective, were obliged to import only the choicest wools for use in American mills. American buyers by no means confine their energies to foreign markets. From the Atlantic to the Pacific, from the Great Lakes to the Rio Grande, Boston wool men have been the most important

factors in the marketing of the domestic clip from year to year. It is still true that the country waits for Boston to fix prices, before selling the new clip wool. Australia, South America, New Zealand, the Cape Colony, and in fact all countries in the world where wool is raised for export, are drawn upon for supplies.

The extent of Boston's control of the wool trade may be measured by the annual statement of receipts and shipments, as contained in the statistical reports of the Boston Chamber of Commerce. Average receipts for ten years past have been over three hundred and twenty million pounds, the extremes running from two hundred and twenty-five million, one hundred and thirty-seven thousand pounds in 1913 to four hundred and twenty-nine million, six hundred and fifteen thousand pounds in 1915.

The receipts of wool for the years 1914 and 1915 were as follows:

	Domestic Pounds	*Foreign Pounds*	*Total Pounds*
1914	190,730,629	144,145,401	334,876,030
1915	181,700,678	247,914,385	429,615,063

An average annual turnover of over three hundred and twenty million pounds, which at an estimated average of twenty cents a pound would amount to over sixty-four million dollars each year, commands attention and explains in part why the wool trade receives so much consideration from banks and other financial institutions.

While Boston has the ideal location, as regards nearness to New England mills, her control of the wool trade is based on a more solid foundation than this. It is the high character, the integrity, and the enterprise of her wool merchants that has kept the power and trade here for nearly a century. Present methods of purchasing, grading, warehousing and merchandising wool are the result of the experience of three generations of active wool men. To say that the present generation of wool merchants worthily sustains the traditions of the trade for financial standing, business integrity and correct methods, is merely to repeat what is widely known and recognized in the business life of the country today. An illuminating testimony as to the honesty of purpose of the trade is found in the statement that sales of wool are made largely on verbal contracts, and that few written orders are found necessary to move so large a volume of wool from year to year.

Years ago were formulated the principles which have dominated the trade, and the wool merchants of the prosperous period preceding the Civil War established the wool business on a stable foundation from which it has never been shaken. Association with such men was the school in which the latter day merchants were trained, and it is this training which makes them the power they are today. Any story of the wool trade would be incomplete without some reference to such men as William Hilton, William G. Benedict, Andrew M. Howland, Richard P. Hallowell, Daniel Dewey, Matthew Luce, John G. Wright, William R. Dupee, and, particularly, that "Nestor of the wool trade," George William Bond. These men left such reputations for ability, fair dealing and integrity, that their former associates and the younger generation still regard their memory with respect and admiration.

Among the names revered in the trade, that of George William Bond must ever stand in a prominent place. Not only was he a well-known local figure, but his statistical knowledge and practical ability were widely recognized and often enlisted in efforts to uplift and benefit the trade. Many times the United States made use of his services in connection with the gathering of statistics concerning the trade, and for years he was a prominent figure among Boston wool merchants.

Among the prominent figures of the preceding generation is that of William G. Benedict. Born in 1834, and educated in the public schools of Millbury, Mass., his native town, he came to Boston in 1850 and entered the employ of his uncle, Daniel Denny, with the house of Denny, Rice & Gardner, the partners being Daniel Denny, Henry A. Rice and Henry J. Gardner, the latter after-

wards serving as Governor of Massachusetts. He was admitted to partnership in 1866, and when the wool business was separated from the dry goods business, he remained with Denny, Rice & Co., who continued the wool business in this city. He became the head of the house in 1898, and remained so until his death in 1904. Mr. Benedict made a wide circle of friends in the wool trade and among manufacturers, by whom he was always respected. One of his sons was associated with the elder Benedict in the firm of Denny, Rice & Benedict, and is now Secretary of the Boston Wool Trade Association. Mr. Benedict was a prominent figure in financial Boston, being at the time of his death a director in the Boston Safety Deposit & Trust Company and the National Bank of the Republic, and a trustee of the Home Savings Bank.

For many years, Matthew Luce was a leading figure in the wool trade of the United States. Born in New Bedford in 1844, and educated at the Friends' Academy in that city, he came to Boston at the age of sixteen and entered the employ of Faulkner, Kimball & Co. Later he helped to organize the wool house of Manning, Howland & Luce, which afterwards became Howland, Luce & Co., and then Luce & Manning. He was the senior partner in the latter firm at the time of his death, which occurred in 1902. He was a director in the North National Bank, the Atlas National Bank, and the First National Bank of New Bedford.

John G. Wright was at one time the largest individual importer of foreign wools in this city, and did much to extend the reputation of the Boston wool trade for enterprise and honesty in remote Colonial wool markets in Australasia and South America. His parents came to this country in 1812, and established the first carpet manufactory in the United States at Medway, Mass. Later the family moved to Lowell, where Alexander Wright established the Lowell Carpet Company, and where John G. Wright was born in 1842. After some years spent in the employ of the Bigelow Carpet Company, the Clinton Carpet Company and the Lowell Machine Shops, he engaged in the wool business in New York with Samuel Lawrence. Under the firm name of Lawrence, Wright & Co., he carried on the wool business in New York and Boston until 1885. In that year he went into business alone in this city, and from that time until his death in 1912 his was a leading figure in the importing wool trade. He was at one time president of the North National Bank, and at the time of his death was one of the trustees of the Home Savings Bank.

It is the universal testimony that for integrity, reliability and enterprise, the members of the wool trade will compare favorably with any other trade here or elsewhere. Financially, the wool trade not only has large capital, but commands the respect and active co-operation of the banks, which are always ready to extend any reasonable credit. There is something concrete and solid about the wool trade that appeals to investors. Its control represents large investments, and profits sufficiently large to make wool paper highly desirable to those looking for opportunities for the safe investment of large blocks of idle money.

Still location and financial backing do not tell the whole story. There must be ample facilities for handling quickly and economically so large a volume of wool, a complete organization for sorting and grading, a thoroughly organized and efficient selling force, and above all an assured clientele among mill owners and wool buyers that will take up the wool as fast as the needs of the mills demand, or attractive prices suggest. All these are found here in perfection. Not only are the largest wool houses in the world located in Boston, but they are equipped with the latest and most approved appliances for handling wool, while an efficient force of skilled sorters and graders is ready at all times to prepare for distribution the new wools as they arrive.

In a general way, the wool forces may be divided into three sections, each of great importance in the handling of the clip—the buyers, the graders and the salesmen. The buyers go into the wool-growing sections in the Southwest at the beginning of the shear-

ing season, and follow the clip through all the states to the extreme North. The graders separate the wools as they arrive in the East into their respective grades, while the province of the salesmen is to meet the mill buyers, and by an intimate acquaintance with them and the needs of the mills they represent, market the new clip. Some idea of the importance of the buying, handling and selling organization may be gained from the fact that three or four of the leading houses may each handle from thirty-five million to fifty million pounds of wool in a single season, valued at seven million to ten million dollars. Approximately seventy per cent. of the domestic clip is handled in Boston, and in average years not far from one hundred and seventy-five million pounds is sorted and piled before sale.

Back of all this organization, as outlined above, are the master minds, the responsible heads whose capital is at risk, and who furnish the guiding hand for the successful prosecution of this immense business. It is their ability and enterprise that keeps Boston at the head of the wool trade of the country. Buyers in the country but carry out the orders from headquarters, and as the employers give the orders when to buy or when to stop, theirs is the responsibility in case of error, and the profit when all goes well. While Boston's wool merchants maintain the present average of energy, ability and honesty, the supremacy of the city as a great wool market is not likely to be lost.

Naturally, Boston offers advantages to wool buyers not shared by other markets. This brings inquiry from manufacturing centres throughout the East, so that the local trading is by no means confined to New England mills. Every type and grade of wool is to be found here in the season, while the large stocks carried give an opportunity for selection most attractive to manufacturers. Occasionally as much as thirty million to forty million pounds of wool changes hands in a single week, this being at times when the tariff policy of the Government appears to be fixed and the continued prosperity of the mills assured. There is something in the atmosphere of the wool trade stimulating to the imagination, and which excites the admiration of even the casual visitor. There is a deliberation, an unhurried method of selling, which shines by comparison with the fussy importance which sometimes marks the conduct of latter-day business. Yet, some of these trades in wool mount up to hundreds of thousands of dollars, and even to millions in rare cases.

Financial stability is a marked characteristic of the wool trade. Even in months following the panics of 1893, 1896 and 1907, when depression was extreme in all branches of trade, there were no failures, a fact that speaks volumes for the conservative management and stability of Boston's wool houses. For many years the trade has been free from failures of any note. This does not necessarily mean that profits are extreme, for such is not the fact. It indicates that capital is ample, credit first-class, and managing ability of the highest order. As might be supposed, leading wool men have taken a large part in the financial control of the city's trade. Such men as Jeremiah Williams, Jacob F. Brown, and others of the present or past generation, who have been or are still directors in financial institutions, indicate the extent to which the wool trade has made its impress upon the financial life of the city.

There have been many changes in the personnel of the wool trade in recent years, but through all the changes nothing has occurred to alter its character from the enlightened and progressive conservatism of former years, if the use of such a paradoxical statement were permitted. Among the leading houses today may be mentioned Jeremiah Williams & Co., Brown & Adams, Hallowell, Jones & Donald, Mauger & Avery, Dewey, Gould & Co., Arthur E. Gill, Francis Willey & Co., Winslow & Co., Luce & Manning, Salter Bros. & Co., Daniel S. Pratt & Co., English & O'Brien, W. R. Bateman & Co., Ayres, Bridges & Co., and John G. Wright & Co., with a number of others who are worthily maintaining the best traditions of the trade.

Among the importers and brokers who have helped to make the name of Boston re-

spected in primary markets at home and abroad may be mentioned Lothrop & Bennett, George W. Benedict, and others whose activities reach into every part of the world where wool is bought and sold, and who help to keep Boston in the forefront of wool activity. It cannot be said that any house has a monopoly of trade or methods. Some of the larger houses send their own buyers into foreign primary markets as well as into the western part of the United States, and their annual turnover covers about all grades called for in this market. Others confine their operations to the successful handling of some particular class of wool, and have built up a reputation as experts in their chosen line.

Before the great fire of 1872, most of the importers and foreign brokers were grouped near the Custom House, while the larger selling houses were to be found in Federal and contiguous streets. Driven from the latter section by the fire, the wool trade was temporarily housed in other parts of the city, many of the firms finding quarters in the neighborhood of the Custom House.

With the rebuilding of the city, there was a "homing" of the wool trade to the old location, and for many years in the latter part of the nineteenth century the centre of wool activity was in the narrow space between Franklin and Summer Streets, with Federal Street as the base. Of late years, the growth of the city has forced most of the wool houses to find new quarters. Summer Street Extension has provided the outlet, and now the majority of the houses are located to the eastward of Atlantic Avenue, extending as far as D and E Streets in South Boston.

Prominent among the agencies which have tended in recent years to give solidarity to the wool trade has been the Boston Wool Trade Association. Organized in November, 1911, with Jeremiah Williams as President, Jacob F. Brown as Vice-President, and George W. Benedict as Secretary and Treasurer, it soon became a power for good. Social intercourse is promoted at annual dinners and summer outings, but its activities are by no means confined to the social side. Frequent meetings are held during the year at which the veterans in the trade, by story and reminiscence, revive the best traditions of mercantile Boston, or give instruction or suggestions to the younger members on technical points connected with the handling of wool and its manufacture into cloth. Charles F. Avery is now president of the Association, succeeding in that office Arthur E. Gill, but Mr. Benedict has served as secretary and treasurer from the first. One of the ways in which the Association has been found useful has been in the annual compilation of the unsold stocks of wool in Boston on January 1. For three years these figures have been gathered and published, and it now appears to be the settled policy of the trade. Probably the advantages to be derived from concerted action, such as the Association is admirably adapted to secure, were never more apparent than in the emphatic protest which was signed by every house in the trade, and was forwarded to Washington as a statement of the position of the trade regarding the proposed duty on wool tops.

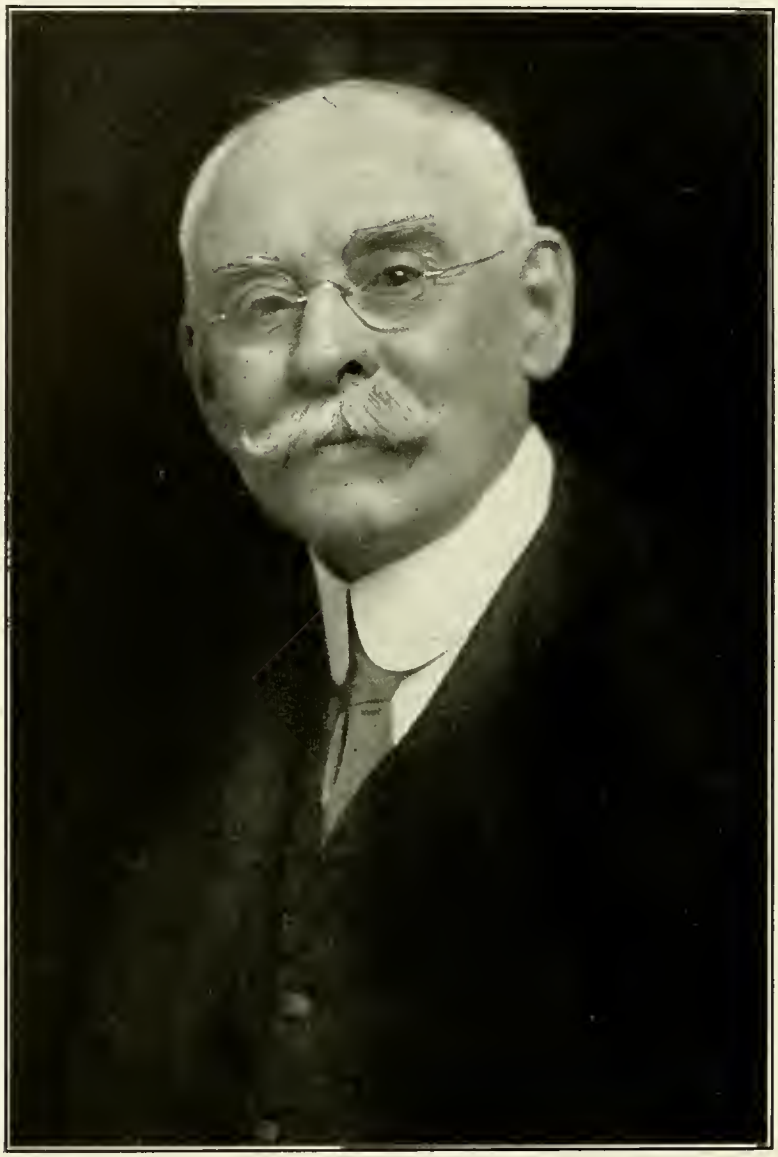
DANIEL S. PRATT & CO.

The wool firm of Daniel S. Pratt & Co. was founded in 1866 by the present head of the house, who, previous to his entry into the business, had gained a comprehensive knowledge of wool that made him an expert in that line. Mr. Pratt was born in Hartford, May 21, 1845, the son of Elisha B. and Susan Bottomley (Sharp) Pratt. His father was, at the time of his death, President of the Union Mutual Life Insurance Co., and had been one of the organizers of the Connecticut Mutual Life Insurance Co., of which he was first vice-president. His intense interest in the organization and conduct of these companies made him familiarly known as the "Father of Life Insurance" in New England. His mother's father was the Rev. Daniel Sharp, D.D., who was for nearly a half century pastor of the Charles Street Baptist Church. Both paternal and maternal ancestors were English, who had settled in New England in the early days, and the maternal side is related to the family of Granville Sharp of London, England, who made the successful fight for the abolishment of slavery in the English Colonies, and to whose memory the London African Society placed a tablet in Westminster Abbey in 1812.

Mr. Pratt was educated at the Dwight School and the English High School, Boston, after which he became an employé in the house of Thayer, Brigham & Co., 32 India Street. From there he went to the Middlesex Mills to learn wool sorting and gain a general knowledge of wool. Thoroughly equipped, he returned to Boston and started in business as a wool broker. In the early days of the worsted trade he was identified with combing wools and for many years supplied various mills with Kentucky and other Western wools. Later on, when the South American Crossbred Wools began to be used in this country, there was great complaint about the irregular grades being shipped and, also, of the presence of a very objectionable spiral burr. In 1895, Mr. Pratt went to Buenos Aires in an endeavor to find some means of avoiding the burr and to establish standard grades that would suit the various consumers in the American market. Mr. Pratt's efforts were successful, and while benefiting the entire trade of the United States, resulted in the establishment of what has since been known as the "Pratt Standard Grades" of Argentine wools, and the registered trade mark, "D. S. P." with the grade number below, is now recognized as forming a standard of value in the American market.

While in South America Mr. Pratt formed a connection with Messrs. Engelbert Hardt & Co. of Buenos Aires, Montevideo, and Punta Arenas, one of the twenty-eight oversea firms whose parent house is Messrs. Hardt & Co. of Berlin, of which Engelbert Hardt, Esq., is the senior partner. A community of interests was soon recognized, and the connection became closer, and for many years Daniel S. Pratt & Co. have been sole agents in the United States and Canada for Messrs. Engelbert Hardt & Co., as well as for the Australian houses of Messrs. G. Hardt & Co., Melbourne, Sydney and Brisbane. This great chain of houses, in addition to the exportation of wool and other products, each has a large importation business, supplying their local markets with the various qualities and kinds of European mill products.

For more than twenty years they have worked together in perfect accord, with the



DANIEL S. PRATT
FOUNDER OF DANIEL S. PRATT & COMPANY

sole purpose of doing the best that can be done for the interest of the American clients.

In 1910, Daniel S. Pratt, Jr., was admitted to partnership by his father. He was born at Wellesley Hills, April 15, 1875, and after being educated at the schools in the place of his birth, entered the employ of the John Hancock Life Insurance Co., and rose from a mediocre position to that of head of a division. During his years of service with the insurance company, his father had labored to imbue him with a knowledge of the various points of the wool trade, with the view of admitting him to partnership, and when that action was finally taken, the son was equipped with a learning that had been unconsciously acquired through his nightly talks with the father and



DANIEL S. PRATT, JR.
OF THE FIRM OF DANIEL S. PRATT & CO.

by assisting him to translate the various cablegrams that came to their home after the close of business hours. Mr. Pratt, Jr., looks after the outside department of the firm and has been very successful in selling wools and obtaining importing orders. He is a member of the Union Boat Club of Boston, the Wellesley Country Club and the Maugus Club of Wellesley Hills. He is greatly interested in canoeing and is a member of the American Canoe Association, which fosters racing and encourages the sport in every way. He has been active in the Association's work, filling its various official positions for many years. The offices of Daniel S. Pratt & Co. are at 185 Summer Street, in the centre of the wool district of Boston.

WILLIAM R. BATEMAN

William R. Bateman, one of the oldest wool brokers in Boston, who specializes in foreign wools, particularly the South Amer-



WILLIAM R. BATEMAN

ican product, was born in Hull, England, but is a thorough New Englander in tastes and inclination. He was brought to the United States when a boy and was educated in the schools of East Medway, Mass., and Portland, Me. When fourteen years of age he entered the employ of George William Bond & Co. of Boston. He gained a thorough knowledge of the wool brokerage business with this firm, and in 1880 started for himself in the same line, acting at different times as broker for Downer & Co., N. W. Rice Co., Hemenway & Brown, A. S. Spring, Charles F. Perry and George F. Granger, the first two named firms being the only ones now in business. Mr. Bateman introduced the first South American cross-bred wool to the United States trade, and from an initial shipment of seven bales, the importation now amounts to millions of pounds annually. Mr. Bateman is naturally proud of this achievement, which was the result of the most arduous work and close application to the business. He is a member of the Masonic fraternity, and was the tenor of the noted Temple Quartette that for years sang in leading Masonic lodges throughout the country, and is also an old member of the Apollo Club, a director of the Megantic Fish and Game Club, and holds membership in the Boston Wool Club. He is senior partner in the firm of W. R. Bateman & Co., with offices at 157 Federal Street.

WILLIAM J. BATTISON

William J. Battison was born at Ampthill, England, January 25, 1842. He came with his family to Boston in 1844 and was educated in Boston public schools, receiving a Franklin medal in 1855. Mr. Battison is the statistician of the National Association of Wool Manufacturers; compiler of the Annual Wool Review; was Expert Special Agent, twelfth United States Census for Wool Manufacturers and Hosiery and Knit



WILLIAM J. BATTISON

Goods, and author of the report on those industries for that Census, and is Consulting Special Agent later U. S. Censuses. He is a member of various organizations.

ENGLISH & O'BRIEN

The firm of English & O'Brien, importers of foreign wools and manufacturers of fine and crossbred tops, at 275 Congress Street,



WILLIAM A. ENGLISH

is one of the younger concerns that has made an enviable reputation in the trade. Both members of the firm have had long experience in the business, and their energy and application have so extended their output that they are well known in the wool-markets of Australia, South America and England. The fine and crossbred tops handled by the firm are manufactured at the Victoria Mills, Thornton, R. I., and are favorably known to manufacturers throughout the entire country.

William A. English, senior member of the firm, was born in Colchester, Conn., June 13, 1879, and was educated at the grammar school, Jamaica Plain. In July, 1893, he was employed as an office boy by Harry Hartley, 612 Atlantic Avenue, and subsequently advanced to the positions of sample clerk, salesman and buyer. In 1910, the business was incorporated as Harry Hartley & Co., and Mr. English was made vice-president of the new company. In 1912, Mr. Harry Hartley retired from active business and the firm became Hartley & Co., consisting of Mr. Frank Hartley, William A. English and John H. O'Brien. Upon the retiral of Mr. Frank Hartley in 1913 the firm assumed its present title.

John H. O'Brien, the other member of the firm, was born in New Brunswick, N. J., and graduated from the Asbury Park, N. J., schools in 1898, and like Mr. English began his business career with Mr. Fred Hartley in 1901. He remained in this connection until 1909, when he became associated with Harry Hartley & Co., and eventually a member of the present firm. Both Mr. English and Mr. O'Brien, in their long apprenticeship to the wool trade, learned every detail of the business, so that when they finally embarked in the trade on their own account they were thoroughly equipped to cope with every detail of the business, and their success is entirely due to a thorough knowledge of the product they handle and a perfect familiarity with trade conditions in this country and abroad.



JOHN H. O'BRIEN



JACOB F. BROWN
OF THE FIRM OF BROWN & ADAMS
285 AND 297 SUMMER STREET

JACOB F. BROWN

Boston, which is conceded to be the largest wool market in the United States, has no more representative and progressive house than Brown & Adams, whose operations in wool extend to every country where that commodity is produced or consumed in the manufacture of cloth. The firm occupies the large building, 269-79 Summer Street, which is seven stories high and is used as a warehouse, executive offices, headquarters of the large sales force and for testing purposes. Other warehouses which are essential for the firm's large operations are located at 285-297 Summer Street and on Boston Street, in South Boston.

Jacob F. Brown, senior member of the firm, was born in Newburyport, Mass., August 30, 1862, and was educated at the Brown High School, located in the city of his birth. Upon leaving school, he entered the employ of A. M. Howland & Co., in 1879. This firm was engaged in the wool business, and in the six years that followed his first employment he had mastered the details of the business, and in 1885 became a wool broker. He continued in this line until 1892, when he organized the firm of Brown & Adams, which soon became an important factor in the trade and is now recognized as one of the largest wool houses in the world, handling every variety of wool. In addition to his interest in the firm of Brown & Adams, Mr. Brown is a director of the National Shawmut Bank, vice-president and director of S. Slater & Sons, Inc., and trustee of the estate of Horatio N. Slater. He is a member of the Algonquin Club, Brookline Country Club, New York Yacht Club, Eastern Yacht Club, the Boston Yacht Club, and is an ex-president of the Boston Wool Trade Association. Mr. Brown is very fond of yachting, and his office walls are adorned with paintings of ships and yachts. He is a son of Jacob Bartlett and Anna Augusta (Fitch) Brown, and was married April 28, 1892, to Mariette Starr Seeley of New York, the union bringing one daughter.

GEORGE W. BENEDICT

George W. Benedict, secretary and treasurer of the Boston Wool Trade Association, born in Boston, August 13, 1862, educated



GEORGE W. BENEDICT

in the public schools and English High School, from which he graduated in 1880. One year later he entered the wool house of Denny, Rice & Co., of which his father was a member. He was later admitted to partnership, the firm becoming Denny, Rice & Benedict. This business was liquidated in 1904, and Mr. Benedict became a purchasing and selling agent for wool, tops, and noils, and representative of prominent yarn spinners. He has filled his present position with the Wool Trade Association since 1911. Mr. Benedict is descended from Richard Warren, who came over on the "Mayflower," and is a member of the Union Club and Society of Mayflower Descendants. He married, October 1, 1891, Anna Louise Bull, of Quincy, Illinois, and has two daughters and one son.

Boston Common was first laid out in 1634, as "a place for a trayning field," and for "the feeding of cattell."

AYRES, BRIDGES & CO.

Samuel Loring Ayres, senior member of the house of Ayres, Bridges & Co., was born in Norfolk, Va., September 10, 1874,



SAMUEL L. AYERS

and was educated at the Polytechnic Institute, Brooklyn, N. Y. He began his business career in New York in 1892, and fourteen years later joined Samuel W. Bridges in the formation of the present firm. Mr. Ayres is a member of the Dedham Country and Polo Club, Boston Yacht Club, Boston Wool Trade Association, Harvard Musical Association, American-Asiatic Association, and the India House, New York. He is vice-president and director of the China-American Trading Co., of Tientsin, China, and was president of the American Cotton Waste Exchange in 1915 and 1916.

Samuel W. Bridges, of Ayres, Bridges & Co., was born in Brooklyn, N. Y., January 28, 1874. He was educated in the Polytechnic Institute in that city and began his business career with the English importing house of Robert Crooks & Co., where he remained until the firm of Ayres, Bridges & Co. was formed. Mr. Bridges is a descendant of Edmund Bridges, who settled in Massachusetts in 1632. He is president and treasurer of the China-American Trading Co., a director of the Queensbury Mills, a member of the Boston Chamber of Commerce, Boston Wool Trade Association, Boston Cotton Waste Association, Asiatic Society of New York, and the Hunnewell, Commonwealth Country, Newton Golf, Tedesco Country and Brae Burn Country Clubs.

The firm of Ayres, Bridges & Co., whose Boston offices are at 200 Summer Street, is engaged in the importation and exportation of cotton and wool. It has branches in New York and Philadelphia, with connections all over the world, and also controls cotton waste mills at Chicopee, Mass.



SAMUEL W. BRIDGES

In 1909 Mr. Ayres and Mr. Bridges established "The China-American Trading Co." to handle large growing interests in the China trade. The offices of the company



OFFICES AND GO-DOWNS OF THE CHINA-AMERICAN TRADING CO., TIENTSIN, CHINA

are located at Tientsin and it is the only American house handling the same class of business. L. O. McGowan, formerly of Boston, is managing director of the Tientsin house and the branches in Shanghai and Harbin. The offices and go-downs of the company are all modern brick and concrete construction and the United States troops are quartered in part of the go-downs.

ALFRED AKEROYD

Alfred Akeroyd, broker in wool, whose knowledge of that product was gained while an apprentice with J. Akeroyd & Co., of Bradford, England, where he was born May 21, 1875, is now located at 228A Summer Street and has been unusually successful with the New England trade. Mr. Akeroyd came to this country in 1895 and was first employed as a salesman with G. W. Patton & Co., of Philadelphia. After two years with this firm he went to South Africa as buyer for Keen, Sutterle & Co., and upon his return to the Quaker City, became a wool broker there. He came to Boston in 1907 and engaged in the same line, being of the third generation in the wool business. He is a member of the Brae Burn Country, Episcopalian, City and Victorian Clubs.



ALFRED AKEROYD

LOTHROP & BENNETT

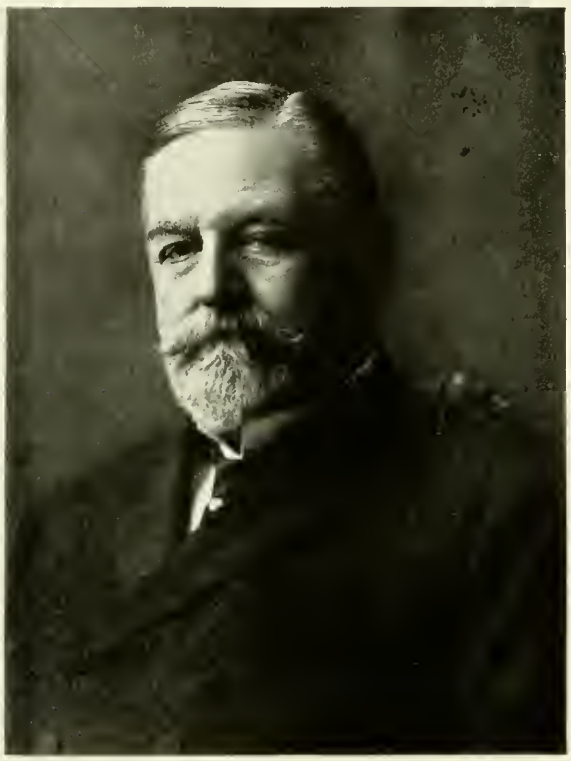
The business of Lothrop & Bennett was established by Mr. Sidney Clementson, who was born in Demerara, British Guiana, September 25, 1850, the son of Hon. Henry Clementson. He was one of the pioneers in the business of purchasing wool in Australia, on order, for mills and dealers in that product in the United States, and conducted the business with success for twenty-five years. He retired on August 1, 1907, after forty years in the wool business, and was succeeded by the present firm of Lothrop & Bennett, Mr. Lothrop having been associated with him for twenty-seven years and Mr. Bennett, in Melbourne, for thirteen years. The present firm is one of the largest in its line of business.



SIDNEY CLEMENTSON

JOHN G. WRIGHT

John G. Wright, merchant and philanthropist, who died at his home in Brookline, January 31, 1912, was born in Lowell,



JOHN G. WRIGHT (DECEASED)

Mass., July 29, 1842, the son of John and Janet (Wilson) Wright. For over one hundred years Mr. Wright's ancestors were prominent in New England affairs, his grandfather, Duncan Wright, together with his elder brother, Daniel, having introduced chemical bleaching in this country early in the nineteenth century. On the maternal side he was a nephew of Alexander Wilson, the distinguished ornithologist. The Wrights came to the United States from Scotland in 1812, and established the first carpet factory in this country at Medway, Mass. The family later removed to Lowell, where Alexander Wright established the Lowell Carpet Company. John Gordon Wright entered the employ of the Bigelow Carpet Co. at the age of twelve and remained with that company for three years. He then attended the Lancaster Academy, and upon finishing his studies was in the employ of Patterson, Eager & Co., Boston, for one year, resigning his position to become paymaster of the Clinton Carpet Co. Receiving an advantageous offer from the Lowell Machine Shops, of Lowell, he spent four years with that concern in making up machinery costs, and then entered the wool business in New York City as the associate of Samuel Lawrence. He came to Boston in 1866 as a member of the firm of Lawrence, Wright & Co., but severed this connection in 1884 to enter business alone. He soon became known as the largest individual importer of wool and was about the first merchant in the trade to specialize in and import the Australian fleece. He was also a large and early importer of South American wool. During his entire business career Mr. Wright was known and respected for his many philanthropies and his consideration for his less fortunate fellow man. He was a member of the Boston Chamber of Commerce, of which he was a director, and the Exchange, Commercial and Boston Art Clubs. He was a trustee of the Episcopal Theological School of Cambridge, to which he gave a new library building, and a member of the Board of Directors of the Home Savings Bank. Mr. Wright had been ill for some time previous to his death and, realizing his approaching end, carefully arranged for the continuance of the business, naming his nephew, John G. Wright, 2nd, and Howard Atwood, who had been associated with him for many years, as his successors. In pursuance of Mr. Wright's final instructions, the business was incorporated November 1, 1912, Mr. Atwood, who has a most comprehensive knowledge of every phase of the trade, becoming president and treasurer of the company, which is known as John G. Wright & Co., Inc., and John G. Wright, 2nd, who had just completed a collegiate course, its vice-president. The old offices of Mr. Wright, at 620 Atlantic Avenue, were retained and the business is conducted along precisely the same lines that brought the founder success.

F. LUCAS SUTCLIFFE

F. Lucas Sutcliffe, resident partner of the English house of Sutcliffe & Co., dealers in wool, was born in Halifax, England,



F. LUCAS SUTCLIFFE

October 16, 1885, and was educated at Marlborough College, England. Mr. Sutcliffe came to the United States in 1907 as a representative of the parent house and opened an office in Boston, where the wool interests of the United States are centred. He was brought up in the wool trade and was thoroughly conversant with every phase of the business before leaving the land of his birth and in consequence has been highly successful in the American field. He is fond of all outdoor sports. He holds membership in the Boston Athletic and Corinthian Yacht Clubs and the Manufacturers Club of Philadelphia. The house of Sutcliffe & Co. was established in 1828 and the senior member of the firm is Thomas Sutcliffe, father of F. Lucas Sutcliffe. English and all kinds of foreign wools are handled and the English house has a large trade in every foreign country where wool is used, while the Boston house sells to consumers throughout the entire United States and Canada. The Boston offices of Sutcliffe & Co. are located at 263 Summer Street and the executive offices and warehouses are located at Halifax, England.

The first newspaper in America was issued in Boston on April 24, 1704. It was called the *Boston News-Letter*, and its founder was John Campbell, and its first number may yet be seen in the library of the Massachusetts Historical Society.

H. DAWSON & CO.

H. Dawson & Co., wool brokers with offices at 200 Summer Street, is one of the most active firms in the various wool centres of the world. It was founded in England in 1892, as Hick, Martin & Drysdale, becoming, six years later, Hick, Dawson & Co., and, in 1898, H. Dawson & Co. The main office is at 74 Coleman Street, London, the Boston house being established in order to keep in closer touch with the American markets. The business extends to all the large wool-producing and wool-consuming centres at home and abroad, the firm collecting wool in all the countries of production and distributing the same in every important seat of woolen manufacturing industry. Branches are maintained at 10 Booth Street, Bradford; 7 and 8 Byram Arcade, Huddersfield; 18 Rue du Brou, Verviers; 200 Summer Street, Boston, U. S. A.; Malcolm Lane, off George Street, Sydney; Russels Buildings, Dunedin; 172 Manchester Street, Christchurch; Bernardo de Irigoyen, Buenos Ayres.

The firm's clientele among producers and consumers is a large and representative one, and it issues a periodical circular in which the existing conditions of the market are reviewed. It keeps the consumer posted on the market outlook and gives figures showing the quantities of "held over" wool from colonial sources. The firm has collecting agencies in Australia, New Zealand, Argentine, South Africa and Patagonia, and its perfect organization makes it a leader in the trade.

JOHN L. FARRELL

John L. Farrell was born in Dorchester, Mass., March 28, 1865. He was educated in the public schools of Boston and became associated with a New York wool concern in 1882. Three years later he returned to Boston and began business on his own account, specializing in carpet wools and acting as agent for domestic receivers of foreign carpet wools and for shippers in Turkey, Russia, France and England. His business has increased to large proportions during the thirty years he has been engaged in it, and he has commercial dealings with nearly all the users of carpet wool in this country.



JOHN L. FARRELL

CHARLES F. AVERY

Charles F. Avery, doing business under the name of Mauger & Avery, was born in New York City March 25, 1847. In 1862 he entered the employ of Walter Brown & Co., wool merchants, New York. In January, 1873, with Nicholas Mauger, who retired in 1904, he formed the firm of Mauger & Avery, wool brokers. Branch offices were established in Boston, Chicago, Providence and Philadelphia, but owing to illness of Mr. Avery, these were eventually discontinued, with the exception of the Boston office, which was taken in charge by Mr. Avery in 1884, and where the business has steadily developed. Mr. Avery comes of distinguished Colonial ancestry on both paternal and maternal sides. He is descended from William Avery of Dedham. Mr. Avery is president of the Boston Wool Trade Association, is president of the Albemarle Golf Club, and a member of several other clubs. He is junior warden of St. John's Episcopal Church, Newtonville, and served the city of Newton on the School Committee for six years, and on the Board of Aldermen for three terms.

EDWARD B. CARLETON

Edward B. Carleton, wool merchant, was born in Boston October 20, 1857, and was educated at the Dwight School, graduating in 1873. One year later he entered the wool trade, and previous to founding the firm of E. B. Carleton & Co. in 1896 was for seventeen years connected with the Nonantum Worsted Co. He is now sole proprietor of E. B. Carleton & Co. with offices at 620 Atlantic Avenue, and handles all grades of foreign and domestic wool, having a large clientele among the New England manufacturers. He is a Republican in politics, and is a member of the Boston Wool Trade Association and the Algonquin Club.



EDWARD B. CARLETON

WILLIAM M. WOOD

The American Woolen Co., one of the greatest industrial concerns in this country, was organized by, and unquestionably owes its phenomenal success to William M. Wood, whose keen foresight and great executive ability were developed by a necessitated contact with the business world from early boyhood. Mr. Wood is a native New Englander. He was born in Edgartown, a quaint town at the easterly edge of the island of Martha's Vineyard, Mass., on June 13, 1853, the son of William Jason, and Amelia Christine (Madison) Wood, who were of English and Portuguese ancestry. The family moved later to New Bedford where Mr. Wood, then only four years of age, began study in the public schools and afterwards attended the New Bedford High School, but did not graduate. He was twelve years old when his father died and being the oldest son was looked upon as the mainstay of the family. He had previously worked as cash boy in a local store and had essayed the rôle of merchant, buying apples at auction by the barrel and vending them by the peck. He was successful for one week when the local grocer, noticing the boy's growing trade, attended the next fruit sale and bid the apples up to a price that left no possible profit. This was Mr. Wood's first experience with grinding competition, and it ended his career as a retail merchant.

After leaving the public schools Mr. Wood spent his evenings and nights for several years in study. He was interested in Latin, French and German. He kept his own private books in German, and studied algebra and the higher mathematics. At fifteen years he was studying rhetoric, and was attempting to master the violin, but the cost of the lessons compelled an abandonment of music. At eighteen young Wood essayed an interpretation of Moore's *Lalla Rookh*, from which he quotes readily today. His reading has been kept up throughout a crowded life, and he has an unusual knowledge of literature. On the death of the father of young Wood, Hon. Andrew G. Pierce, one of the most distinguished citizens of the town became his guardian.

Mr. Wood's first steady employment was in the counting-room of the celebrated Wamsutta Mills, pioneers in the manufacture of the finer cotton fabrics, at that time a relatively small affair and the only cotton mill in New Bedford. He remained three years in this capacity, absorbing every detail of the business by close application, and was then transferred to the manufacturing department, where three more years were spent in acquiring a thorough knowledge of the practical end of this business.

Mr. Wood, at this period, was serving under remarkable men, and the environment and influence had much to do with shaping his future career. Among the officers of the Wamsutta Mills were Hon. Joseph Grinnell, brother of the great merchant after whom Grinnell Land in the Arctic Ocean was named; Hon. Jonathan Bourne, father of the Oregon Senator; Hon. Andrew G. Pierce, Mr. Wood's guardian, who took deep interest in the orphan boy, and Hon. William W. Crapo—all distinguished for their wisdom and probity.

Mr. Wood never was a mill employee in the ordinary sense of the term. The friendly interest of the chief men of New Bedford gave him an unusual opportunity. He learned the manufacturing business from men like Thomas Bennett, Jr., the founder of the Wamsutta Mills, and agent for many years, and later from Edward Kilburn. He realized his advantage, and made the most of it, spending all the time possible among the machinery. The overseers were kindly and helpful to the ambitious boy, and when he left the Wamsutta Mills it was with a thorough knowledge of the technical details of the industry.

Boylike, Mr. Wood wished to see something of the world, and left for Philadelphia, where he secured a position in a bankers' and brokers' office, that gave him an insight into the workings of the Philadelphia stock exchange. After six months of life in Philadelphia, he was offered a post in the bank-

ing house of A. Beauvais & Co., of New Bedford. This meant a new and broad field of mercantile experience. A national bank was organized by Mr. Beauvais with his young clerk's assistance, and Mr. Wood thus secured a practical insight into the methods and principles of finance.

At this period the sterling men of New Bedford were being sought for posts of responsibility in the near-by manufacturing city of Fall River, where there had been some lamentable breaches of trust by several mill treasurers. An able New Bedford manufacturer of a famous family, Mr. Otis N. Pierce, now president of the Grinnell Mills, became the treasurer of one of the reorganized Fall River corporations, and he selected Mr. Wood as assistant and paymaster. Subsequently, Mr. Wood served under another eminent manufacturer, Mr. Edward L. Anthony, who succeeded Mr. Pierce as treasurer of the Border City Mills. Mr. Wood passed six busy and successful years in this connection, winning such golden opinions that a group of observant friends determined to build a cotton mill for his own management.

But fate directed otherwise. One of the greatest textile manufacturing concerns in the country, the Washington Mills of Lawrence, Mass., after a series of vicissitudes, was sold by auction to Frederick Ayer, of Lowell, a gentleman of large wealth and business acumen. Mr. Ayer invited Thomas Sampson, an experienced manufacturer of Rhode Island, to become the agent of the Washington Mills, and Mr. Sampson persuaded Mr. Wood to give up the idea of a cotton mill of his own in favor of the large responsibility of the management of the cotton manufacturing department of the business at Lawrence. But the directors of the Washington Mills suddenly decided to devote their plant entirely to the production of worsted goods, and when Mr. Wood began his Lawrence career it was as an assistant to the manager of the company. In this place and subsequently as selling agent of the Washington Mills product, Mr. Wood won a brilliant reputation for zeal, originality and aggressiveness. Though still in the early twenties, he was recognized by all who knew him as a master hand, both as manufacturer and as merchant.

The Washington Mills had a very heavy indebtedness at one time, and it was the belief of the trade that such a burden was a fatal handicap on any business. But Mr. Wood, succeeding Mr. Sampson as manager, conquered this formidable problem of mill finance, and the Washington Mills became firmly established as one of the most efficient and profitable textile concerns in the United States. Mr. Wood then sought a still broader field of endeavor and business leadership and in 1899 organized the American Woolen Co., now the largest single organization in the wool manufacturing industry of America.

Associated in the formation of the American Woolen Company were Mr. Frederick Ayer, Mr. Charles Fletcher of Providence, Mr. James Phillips, Jr., of Fitchburg, Mr. Chas. R. Flint and Mr. A. D. Julliard of New York. Mr. Ayer was made the first president of the American Woolen Company and Mr. Wood the treasurer. Later Mr. Ayer resigned the presidency and Mr. Wood became the president of the great concern.

The American Woolen Company now owns about fifty mills, all but three of them located in New England. These include the Assabet Mill at Maynard, Mass., the largest carded woolen plant in existence, and the immense Wood Mill at Lawrence, greatest of all worsted manufacturing establishments. Though a vast and powerful organization, with a total product at its maximum of upwards of $50,000,000 a year, the American Woolen Company is not a trust or a monopoly. Its capitalization of $40,000,000 of preferred and $20,000,000 of common stock, or $60,000,000 in all, is about one-seventh of the aggregate capitalization of the 900 woolen and worsted mills of this country that manufacture the outer clothing of the people, and the ratio of the company's output to the aggregate output of the whole industry is about the same. Under Mr. Wood's strong conservative management, the company has paid a regular dividend of 7 per cent on the preferred



WILLIAM M. WOOD
PRESIDENT OF THE AMERICAN WOOLEN COMPANY

stock, and has now accumulated a comfortable surplus. The New Bedford lad learning his first business lessons in the Wamsutta counting room has become the head of his profession, and the chief factor in a mighty manufacturing and selling organization whose name is known in every American home.

The American Woolen Company at Lawrence and Maynard has provided model houses for many of its operatives, and in the equipment of all new mill buildings the health and comfort of the work-people are carefully studied along plans thought out by Mr. Wood himself, in which he has always taken a direct personal initiative.

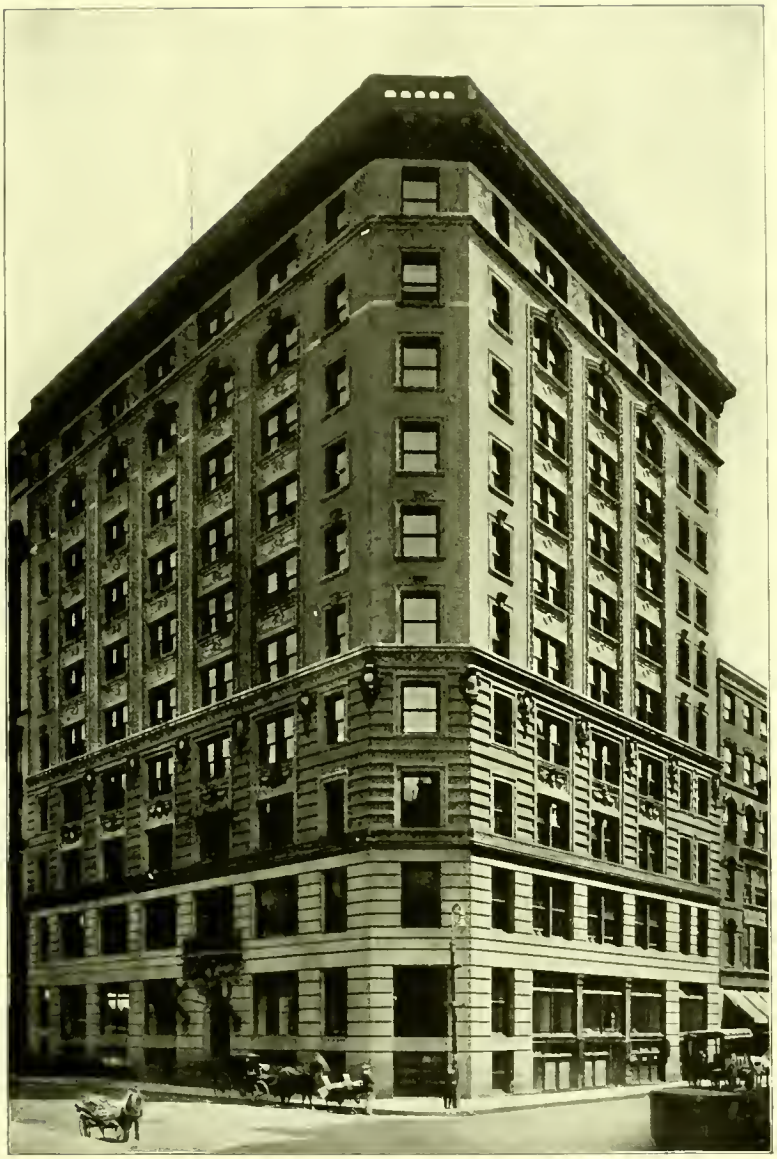
In all of the mills of the American Woolen Company the employees, whether native-born or foreign-born, are paid substantially twice as much money for spinning a pound of yarn or weaving a yard of cloth as the skilled operatives in the best mills of Great Britain or the Continent. Three times before the recent strike of 1912 in Lawrence, Mr. Wood had raised the wages of his people without waiting for them to ask him. Considering the magnitude of his interests, Mr. Wood had been singularly free from serious conflicts with labor, until the Lawrence trouble reflected the spirit of unrest that was pervading the entire country and indeed the whole industrial world.

Mr. Wood has declined many business honors and directorships in great banks and other corporations because of the pressure of his own immediate business. His present official posts are president and director of the American Woolen Company; president and director of the National & Providence Worsted Mills, Providence, R. I.; president and director of the Ayer Mills of Lawrence, Mass.; vice-president of the Home Market Club, Boston; vice-president of the National Association of Wool Manufacturers, Boston; president and director of the Southern Illinois Coal & Coke Company, Chicago; director of the Merchants National Bank, New Bedford, Mass.; director of the Pierce Manufacturing Company and also of Pierce Brothers, Limited, New Bedford; director of the Rhode Island Insurance Company, Providence; director of the Washington Mills; director of the Nyanza Mills, and trustee of the Lowell Textile School.

Early in his business career, Mr. Wood married a daughter of Frederick Ayer and has two sons and two daughters, William M. Wood, Jr., Cornelius Ayer Wood, Miss Rosalind Wood and Miss Irene Wood. The Wood winter home is on Fairfield Street in Boston, but the family spends much time at a country home in Andover, not far from the Lawrence mills, and at Pride's Crossing.

WINSLOW BROS. & SMITH CO.

The cases are unusually rare in the United States where commercial houses and industrial plants have remained existent in original form and done business in three centuries. The firm of Winslow Bros., recently consolidated with the Smith Co., is in this group. The business was established at Norwood, Mass., in 1776—a period when conditions were not favorable to immediate success or longevity. The nation was in the throes of war, labor was scarce and transportation facilities bad. In spite of these adverse circumstances the Winslow Bros. put up a plant and started the manufacture of sheep, calf and kid leather. They were industrious and determined and worked hard until conditions throughout the country improved and the business was flourishing. They rounded out the eighteenth century successfully, grew steadily during the nineteenth, and the first quarter of the twentieth century finds the concern one of the largest in its line. Consolidation was recently effected with the Smith Co., producers of pulled wool. From the primitive business established over 140 years ago, has grown a concern with a capitalization of $500,000, and a trade that extends to every state in the union and throughout the entire world. The present officers of Winslow Bros. & Smith Co. are: Frank C. Allen, president; Marcus M. Alder, vice-president, and Philip L. Reed, treasurer. The executive offices are located at 248 Summer Street, Boston.



CONVERSE BUILDING

Situated at the corner of Milk and Pearl Streets. It is a ten-story steel frame building with basement. The exterior is of brick with stone trimmings. The entrance is at 101 Milk Street

LEWIS PARKHURST, TREASURER OF GINN & CO.



LEWIS PARKHURST

Lewis Parkhurst is an American of the old school, the kind of man who has been found at the post of danger or responsibility throughout the history of this country. Born at Dunstable, Massachusetts, July 26, 1856, his early days were spent on a farm. He is seventh in direct descent from Ebenezer Parkhurst, who came to this country from England in about 1690, settling at Dunstable. Two of his ancestors were in the Revolutionary War, and others did their share in the advancement of the struggling Republic. His father was Thomas Parkhurst, and his mother was Sarah Wright. The Wrights also were of the early pioneers. The Parkhursts were in moderate circum-

stances, and, as an aid to his support and education, Mr. Parkhurst worked on a farm and at various other odd jobs in his youth. He prepared for college at Green Mountain Academy, South Woodstock, Vermont, teaching school winters. On leaving the academy he entered Dartmouth College, and was graduated in 1878 with the degree of A.B. The experience in teaching gained in his undergraduate years at Woodstock, Reading and Weston, Vermont, Provincetown, Massachusetts, and Hanover, New Hampshire, led him to embrace this profession as a definite vocation. Opportunity lay near at hand and Mr. Parkhurst served as principal of the High Street Grammar School in Fitchburg, Massachusetts, for two years. The next year found him acting in a similar capacity in the High School of Athol, Massachusetts, followed by five years as principal of the Winchester (Massachusetts) High School. Mr. Parkhurst has lived in Winchester since that time, a period of thirty-four years. In 1886 he relinquished teaching for business, becoming connected with the agency department of Ginn and Company. His marked ability soon brought him to the attention of the firm, and he was admitted to partnership in 1888. Since that time he has had special charge of the manufacturing and business administration. The Athenæum Press of Ginn and Company, said to be one of the best equipped printing establishments in the country, has been built and developed in accordance with Mr. Parkhurst's carefully thought out plans. Mr. Parkhurst has always taken a deep personal interest in education, and has devoted much time to helping various educational institutions. He has served on the Winchester school committee, and was chairman of the committees which supervised the construction of the Mystic and High School buildings in that town. In 1908 he was elected an alumni trustee of Dartmouth College, with the honorary degree of A.M. Five years later he was honored with another term, and in 1915 made a trustee for life. He is chairman of the college's Committee on Business Administration and has guided its business affairs into channels that have made the institution one of the best organized in the United States. Mr. and Mrs. Parkhurst gave the college its administration building —Parkhurst Hall—in 1912, as a memorial to their son, Wilder, who entered with the class of 1907, but died at the beginning of his sophomore year. Mr. Parkhurst is the author of "A Vacation on the Nile," published in 1913, which recounts the incidents of a journey to Egypt. He has been an extensive traveler, both for business and pleasure, having visited every state in the Union, Canada, Cuba, Mexico and the European continent several times. As a representative to the General Court in 1908 from the twenty-seventh Middlesex District, Mr. Parkhurst served as a member of the joint Senate and House Committee on Railroads. He has held various other posts of a similar character, and has been a leader or supporter of numerous public undertakings. He has acted as a trustee of the Winchester Public Library, a member of the water board, chairman of the committee on annual appropriations and the committee on improvement of waterways. He is now president of the Republican Club of Massachusetts. Mr. Parkhurst was married at Weston, Vermont, November 18, 1880, to Miss Emma J. Wilder. They have one son living, Richard Parkhurst, a member of the senior class of Dartmouth College. Mr. Parkhurst's clubs include the University, Union, Art and City Clubs of Boston, the Winchester Country Club and the Megantic Fish and Game Club.

TIMOTHY SMITH

Timothy Smith, merchant, was born in Eastham, Mass., May 28, 1835, and was educated in the public schools and at academies at Orleans and North Bridgewater, Mass. At the age of seventeen he became clerk for a mercantile concern and after five years engaged in business for himself at Hardwich and later at Roxbury, where he has continued since August 8, 1862. He has been president of the Timothy Smith Co., which has conducted a department store at 2267 Washington Street since its incorporation in 1901, vice-president of the Peoples National Bank, member of the New England Dry Goods Association, of which he was first president, and auditor of the Boston City Missionary Society. Mr. Smith resides in Roxbury and his office is at the corner of Washington and Vernon Streets, Roxbury, Boston.



TIMOTHY SMITH

CHANDLER & CO.

The firm of Chandler & Co., 151 Tremont Street, is one of the few in Boston to approach the century mark. The business was first founded in 1817, by Messrs. Johnson & Mayo. The successors to this firm were Mayo & Hill, and then George Hill & Co. assumed the business, the partners being George Hill, Edward Wyman, Edward W. Capen and William F. Nichols. George Hill & Co. was succeeded by Chandler & Co., Mr. Hill withdrawing and the business being continued by John Chandler and the remaining partners. In 1887, the business passed into the hands of William H. Capen, William H. Flanders and Frank W. Wyman. Mr. Capen and Mr. Flanders dying, the firm of Chandler & Co. was incorporated in 1905 with Frank W. Wyman, president and treasurer, and Charles F. Bacon, vice-president. The business was originally established to cater to the highest class of trade, and in this regard the house has never deviated from the original intention during any part of its long and successful career. Chandler & Co. carry the finest lines of dry goods, women's apparel, and carpets and rugs, and the entire service and environment shows the dignity and refinement that comes through long years of service.

In the manufacture of books, Boston has always been the foremost American city. Much business has come to it in this industry through its literary prestige.

PHILIP A. GREEN

Philip A. Green, treasurer, director and general manager of the William C. Jones Co., was born in New York City, October 6, 1882, and was educated in the public schools of Boston. He served a thorough apprenticeship in the cotton waste business, in office work in the mill and as a salesman on the road, before he reached his present important position.



PHILIP A. GREEN

He is a member of the Belmont Country Club, is a thirty-second degree Mason and a Shriner.

The William C. Jones, Ltd., was organized in England forty-two years ago. The Boston branch was opened here in 1908 and incorporated in 1914. Cotton waste only is handled and the English house has mills and offices at Manchester, while the Boston Company maintains a mill at New Bedford. The offices are at 200 Summer Street.

PATRICK A. O'CONNELL

Patrick A. O'Connell, who is prominent in the social and business circles of Boston, was born February 13, 1872, in Lawrence,



PATRICK A. O'CONNELL

Mass. He was educated in the public schools of the city of his birth and began his business career with a dry goods house in Lawrence, and came to Boston over twenty years ago. His first association in this city was with William Filene Sons & Co., of which he became vice-president. He was later treasurer and general manager of James A. Houston Co., and eventually bought the controlling interest in the business of the E. T. Slattery Co., of which he was made president and treasurer, and is now the sole owner. In addition to this interest, Mr. O'Connell is a director of Andrew Ryan, Inc., of New York City. He is a member of the Board of Investment of the Union Institute for Savings and of the Faculty of Business Administration of Boston University, where he assists in laying out the courses and lectures on business organization and special topics on management. He has also contributed articles on these subjects to various trade publications. He is president of the New England Dry Goods Association and holds membership in the Economic, Clover, Boston City and Exchange Clubs, the Boston Athletic Association, Boston Chamber of Commerce, Young Men's Catholic Association and the Catholic Union of Boston. He is a Democrat in politics and was formerly treasurer of the Democratic Town Committee of Brookline.

Mr. O'Connell was chairman of the committee having charge of the entertainment of the Earl and Marchioness of Aberdeen when they visited Boston, and the completeness of every detail on that occasion was in a large measure due to Mr. O'Connell's ability to organize and direct.

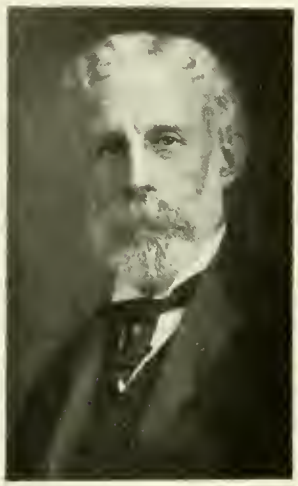
L. P. HOLLANDER & CO.

The business of L. P. Hollander & Co., dealers in dry goods and men and women's apparel, was established in 1848 by M. T. Hollander. Several stores in the business section were occupied until 1886, when the movement to Boylston Street was made in order to be nearer to the residential section. In 1891 and 1900 two other stores were added to the present premises, which includes the buildings from 203 to 216 Boylston Street, a frontage of 100 feet extending through to Park Square. In 1890 a branch was opened in New York City, and the firm now occupies the premises 550-52 Fifth Avenue, a large eight-story building which it erected in 1911. In addition to the New York and Boston houses, summer branches are maintained at Newport and Watch Hill, R. I., Magnolia, Mass., Bar Harbor and York Harbor, Me., and winter branches in Santa Barbara, Cal., and Palm Beach, Fla. Mr. Louis P. Hollander was for many years senior member of the firm, and since his death the business has been conducted by the surviving partners, T. C. Hollander and B. F. Pitman.

The Metropolitan Park System has a total area of 10,427 acres, not including a large acreage owned by municipalities and given over for care and control.

JOHN HOPEWELL

John Hopewell, head of the well-known firm of L. C. Chase & Co., was born at Greenfield, Mass., February 2, 1845, and was educated at the public schools. He was a bookkeeper and accountant in early life, and after becoming a salesman for L. C. Chase & Co. became head of that house in 1888. He was also treasurer and a director of the Sanford Mills and a director of the Reading Rubber Co. and the First National Bank. Mr. Hopewell was a Republican in politics, and had been a director of the Home Market Club since its organization. He was honored with many positions of trust by his party and was a member of the Legislature in 1891. He held membership in the Boston Merchants Association, the Algonquin and Boston Art Clubs, Cambridge Club of Cambridge, Brae Burn Country and Hunnewell Clubs of Newton. He was also a member of the executive committee of the National Association of Wool Manufacturers. Mr. Hopewell died suddenly in Washington, D. C., March 27, 1916.



JOHN HOPEWELL (DECEASED)

GEORGE W. WHEELWRIGHT

In the Spring of 1861, George W. Wheelwright, Jr., began his business career in his father's paper warehouse at 6 Water Street, Boston. Five years later he was admitted to partnership in the business under the firm name of George W. Wheelwright & Son. Charles S. Wheelwright, a brother, became a member of the firm in 1868, but retired in 1873. Following the death of the elder Wheelwright in 1879, the George W. Wheelwright Paper Co. was incorporated in January, 1880, and George W. Wheelwright became its first president, retaining the position until January, 1914, when he became Chairman of the Board of Directors. The mills of the company are located at Fitchburg, Leominster and Wheelwright, Mass. George W. Wheelwright, Sr., received his early training in the paper business with the firm of Nash & Heywood, Boston. He removed to Baltimore in 1834, where he engaged in business under the firm name of Turner & Wheelwright and later Turner, Wheelwright & Mudge. He returned to Boston in 1845 as purchasing partner of the Baltimore firm, but retired in 1848 to join Peter C. Jones in the firm of Jones & Wheelwright. They had a paper warehouse on State Street and a mill in Watertown, Mass., and upon the dissolution of the partnership in 1853, Mr. Wheelwright continued to manufacture paper, while Mr. Jones took over the store business.

Metropolitan Boston comprises thirty-nine cities and towns, each of which is under a separate municipal government and all are within a radius of thirteen miles of Boston City Hall.

PARKER, WILDER & COMPANY

The firm of Parker, Wilder & Co., dealers in woolen, worsted and cotton fabrics, was organized in 1820 by Isaac Parker and Jonas M. Melville, under the name of Isaac Parker & Co. The present members of the firm are S. Parker Bremer, Samuel Rindge, George A. Adam, William D. Judson and Alfred B. Wade. The business, which was originally located at 60 Broad Street, is now conducted at 4 Winthrop Square, where sixty persons are employed. The annual output of the house has increased twenty-five per cent. in recent years and now amounts to $10,000,000, the product being sold all over the United States and in foreign countries.

ALBERT D. HOWLETT COMPANY

The Albert D. Howlett Co., one of the largest firms in the painting and decorating line in the country, was organized under the laws of Massachusetts by Albert D. Howlett in 1902. Mr. Howlett had previously been associated with the Cyrus T. Clarke Co., as vice-president and general manager. When he became president of the new concern he the management of the company believing that many a beautiful building and many architectural effects are spoiled by the improper application of paint. That they have been successful in securing the best results is proven by the fact that they have worked with some of the most noted architects and engineers in the country. Some idea of the



ALBERT D. HOWLETT COMPANY

brought to the position a thorough knowledge of every branch of the business. The company employs from one hundred to three hundred painters at different periods of the year, and does not depart from its specialty of interior and exterior painting, decorating and hard-wood finishing. Its field is the entire United States, and in addition to the executive office at 40 State Street, it maintains a permanent office at 507 Fifth Avenue, New York City. The Albert D. Howlett Co. pays the closest attention to "the grooming of a home," and every effort is made to secure harmonious color schemes, character of the company's work and the extent of the territory covered can be gathered from a partial list of the work done. This includes, the Boston City Club, New England Trust Co., Boston Safe Deposit and Trust Co., Boston Athenæum, Oliver Ditson Building, Boston; and the Charles H. Ditson Building, New York City; the Waitt & Bond factory, the Rockefeller Institute, New York City; the Naumkeag Cotton Mill, Salem, Mass.; Hotel Stanley, Estes Park, Colorado; Hotel Kimball, Springfield, Mass.; Travelers Insurance Building, Hartford, Conn.; Nurses' Home, Albany, N. Y.;

W. H. McElwain Factory, Manchester, N. H.; Salem Five Cent Bank, Salem, Mass.; State Armory, Springfield, Mass., and palatial residences at Rye, N. Y.; Tarrytown, N. Y.; Braintree, Mass., and Syosset, Long Island, etc. There is no point in the United States too far away for the Albert D. Howlett Co. to cover, and no contract too large to be successfully handled. The best workmen only are employed and the entire work is personally supervised by the most competent artists, so that the smallest detail, which sometimes appears unimportant to the lay mind, receives careful attention in order to produce pleasing, restful and harmonious effects.

Strangers are attracted to Boston through its homelike atmosphere, the civility of its citizens and the courtesy of its tradespeople.

THE PUREOXIA COMPANY

The Pureoxia Company, which manufactures high grade beverages and makes a speciality of ginger ale, was organized in 1899 with a capital of $100,000. The plant is located at 110 Norway Street, and is equipped with the latest improved machinery for the production of goods of absolute purity, under the most improved hygienic conditions. The best materials and distilled water only are used, and the reputation of the Pureoxia products has largely increased the company's sales during recent years, the trade territory now covering the entire New England States. Speedy autos are used for quick delivery in Boston and the nearby points. The entire equipment suggests cleanliness of the highest order, and the sanitary production and excellence of service have made many private families constant users of the goods.

The products of the Pureoxia Company include ginger ale, flavored beverages, distilled water, mineral waters and water distilling apparatus. The officers are: Harry A. Edgerly, President and General Manager; Joseph B. Crocker, Treasurer; and Arthur L. Despeaux, Assistant Treasurer.

THE ATLANTIC WORKS

Boston's access to the sea has been responsible for much of the city's growth and prosperity. It has played its part in the commercial development of New England as well as of the city itself. The harbor led to the first settlement and has been permanent in its influence in centering upon its shores some of the greatest industries of the new world. The business of the manufacture of marine goods has always been an extensive feature of the city's industries. The shipping and transportation interests which have their home in Boston have naturally created a demand for sea-going material, which has been fully met by a number of responsible companies that have grown as the demand developed.

The Atlantic Works, builders of marine engines and boilers, was established in Boston sixty-three years ago by five mechanics, Abishai Miller, Gilman Joslin, Mark Googins, James A. Maynard and William C. Hibbard. The organizers had very little capital, yet despite this handicap, the works became, within ten years, the leading concern in its line in Boston, and has maintained that position since.

The plant occupies about five acres of ground fronting on Border, Maverick and New Streets in East Boston, and the corporation also controls the East Boston Dry Dock Co. plant, which adjoins it and occupies about six acres.

In addition to the construction of marine engines and boilers, the Works make general steamship repairs and employ between three hundred and fifty and four hundred men.

The trade territory covered is wholly domestic and mostly local, and the annual turnover amounts to about five hundred thousand dollars.

The present officers of the company are: Fred McQuesten, president; Alfred E. Cox, treasurer and general manager; Edward P. Robinson, superintendent; and Joseph M. Robinson, purchasing agent. The board of directors is composed of these four and William B. Joslin.

HERMAN L. BEAL

Herman L. Beal, president and treasurer of the Foster Rubber Co., was born in Boston, Mass., November 14, 1862. He was



HERMAN L. BEAL

educated in the public schools of Boston and at the Bryant & Stratton Commercial College. The Foster Rubber Company, of which Mr. Beal is president, manufactures a large line of rubber goods, all of which are widely known and sold throughout the entire country. These include "Cats Paw Rubber Heels," "Foster Rubber Heels," the "Tred-air Heel Cushion" cane and crutch tips, and a full line of other specialties. Mr. Beal's place of business is at 105 Federal Street, and his home at 1871 Commonwealth Avenue. He is a Republican in politics, but has never held or sought public office. He is a member of the Society of Colonial Wars, the Boston Chamber of Commerce, the Republican Club of Massachusetts, the Home Market Club, the Boston Athletic Association, Engineers Club, the Woodland Golf Club and the Chamber of Commerce of America, and many other social and fraternal organizations.

CAPT. FRANCIS HAWKS APPLETON

Captain Francis Hawks Appleton, president of the F. H. Appleton & Son, Inc., manufacturers of reclaimed rubber, was born in Jersey City, August 4, 1854. He was educated at the public schools and at the Pennington Seminary, Pennington, N. J. Upon the completion of his schooling he became a salesman for the Murphy Varnish Co., of Newark, N. J., and was finally made manager of the Boston branch of that company. Having his own process for the reclamation of rubber, he established the present business in 1898, and now has a factory at Franklin, Mass., with offices at 185 Summer Street, Boston. Captain Appleton enjoys the distinction of having been twice received by King George V of England. On the first occasion he was one of the three delegates who visited Marlborough House to announce to the king his election to the Ancient and Honorable Artillery Company. The king accepted the courtesy and became suc-



CAPT. FRANCIS HAWKS APPLETON

cessor to his father, Edward VII, in honorary membership. He was again received by the king in 1912, when the Ancients visited

Buckingham Palace. The king inspected the company which Captain Appleton commanded, and the two were photographed side by side. Captain Appleton was married, September 30, 1874, to Ida C. Cook of New York City, and they have one son, Francis H. Appleton, Jr., who is associated with his father in business, and a grandson, Francis H. Appleton, 3rd. Captain Appleton is a 32nd degree Mason and a member of the Aleppo Temple. He also holds membership in the Chamber of Commerce, the Algonquin Club, the Point Shirley Club, of which he is president, the Boston City Club and the Boston Athletic Association.

BIRGER GUSTAF A. ROSENTWIST

B. G. A. Rosentwist, Royal Vice-Consul of Sweden at Boston, was born in Bjuf, Sweden, April 26, 1868. He has studied at the Royal Institute of Technology, Stockholm, Sweden, and the University of Göttingen, Germany. Mr. Rosentwist is a descendant in the eighth generation from John Twist, of English ancestry, who was born in Germany in 1638 and settled in Sweden. The progenitor of the family was ennobled by King Karl XI of Sweden in 1695 and the name changed to its present form. Mr. Rosentwist is a chemist and is now a member of the firm of Rosentwist & Görner, importers of and dealers in dyestuffs and chemicals, at 26 India Square. He is connected with several other commercial concerns. He was decorated Knight of Royal Order of Vasa 1st Class by the late King Oscar II of Sweden in 1907. He is a member of the Board of Directors of the Swedish Chamber of Commerce of the U. S. A., New York, American-Scandinavian Society, the Swedish Charitable Society, Masonic fraternities, Boston City Club, Algonquin, Engineers, Boston Yacht, Hoosic-Whisick Country Clubs and Boston Athletic Association of Boston and the Cityklubben of Stockholm, Sweden. He is also Honorary President of the Swedish Charitable Society.



BIRGER G. A. ROSENTWIST

In the Granary Burying-ground between Beacon and Park Streets are the tombs and graves of governors of the Colony and Commonwealth, and of Samuel Adams, James Otis, John Hancock, Paul Revere, Peter Faneuil, the parents of Benjamin Franklin, with many others of distinction or interest.

JOHN JOYCE

Vice-President of the Gillette Safety Razor Company

In the early days of the development of the Gillette Safety Razor, progress was much hampered by the lack of funds to conduct the necessary experiments. After many discouraging experiences, when it seemed at times as though the undertaking must be abandoned, the inventor, Mr. King C. Gillette, was so fortunate as to meet and interest in his idea Mr. John Joyce of Andover, Mass.

Mr. Joyce was immediately convinced that there was a wonderful field for an article such as this, and the outgrowth of his belief was the enterprise that is now capitalized for thirteen million dollars and whose ramifications extend the world over. It requires more than an ordinary quality of courage to capitalize an idea to the extent of many thousand dollars, but so firm was Mr. Joyce in his belief that the article was practical and would revolutionize the tedious process of shaving, he never doubted as to its ultimate success.

That the Gillette Safety Razor is a success is "known the world over," but comparatively little is known of the man whose foresight and business acumen is largely responsible for the marvelous business that has been built up from this invention.

JEROME JONES

From an obscure clerkship in a country store, Jerome Jones has risen to the presidency of the Jones, McDuffee & Stratton



JEROME JONES

Co., one of the largest and most prominent crockery, glass and chinaware firms in the United States. He was born at Athol, Worcester County, Mass., October 13, 1837, and after being educated in the public schools became a clerk in a store and post office in Orange. Upon coming to Boston in 1853, he served an apprenticeship with Otis Norcross, and after receiving a thorough training, filled positions of constantly increasing importance which resulted in his being admitted to partnership at the age of twenty-four. He was the European buyer for fifteen years. Upon the retirement of Mr. Norcross to become Mayor of Boston, in 1868, the firm became Howland & Jones, and upon Mr. Howland's death in 1871 the present partnership was formed, since being incorporated. During his business career Mr. Jones has been interested as director and vice-president with several financial institutions, and held membership in many trade associations. He was one of the original members of the New England Tariff Reform League, a member of the Thursday Club of Brookline, and also holds membership in the Union, Art, Country, Algonquin and Unitarian Clubs of Boston, and the Boston Chamber of Commerce. He is a director of the Boston Safe Deposit and Trust Co., and vice-president of the Home Savings Bank and honorary chairman of the Maritime Committee of the Chamber of Commerce.

GEORGE T. LEIGH

George T. Leigh, vice-president of the John Leigh Co., contractors and dealers in cotton waste with a large plant at 241 A Street, South Boston, was born in Manchester, England, in 1884. He was educated in England and came to the United States to look over the business of John Leigh, Ltd., the parent house. Eight years ago when the Boston branch was started he took up his residence permanently here and became vice-president and principal



GEORGE T. LEIGH

owner of the company which was incorporated in 1912 with executive offices at 200 Summer Street. He is a member of the

Boston City Club, the Boston Athletic Association, the Eastern Yacht Club, the Quequechan Club of Fall River, the National Association of Cotton Manufacturers and the Chamber of Commerce. John Leigh, Ltd., the parent house in England, was established by John Leigh, who is Chairman of the Board of Directors, with John Leigh, Jr., and George T. Leigh as directors. The concern is the largest dealer in cotton waste in the world, its markets extending to nearly every country. The elder Leigh started in business forty-five years ago in Oldham, England. He possessed excellent executive ability and keen business judgment, and under his careful and wise guidance the small business expanded until the annual sales now run into millions of dollars, while the house owns, controls and operates many large cotton mills throughout England. The English house sells its product all over the world, while the Boston firm confines its efforts to the United States and Canada.

GURNEY HEATER MANUFACTURING COMPANY

The company was organized under the Massachusetts Laws in 1884. Its executive offices have always been located on Franklin Street, in Boston, and the growth of the business has necessitated placing branch offices and distributors throughout the commercial centres of the United States, and also in various countries of the world. The Gurney Company is the pioneer in the manufacture of steam and hot water heating apparatus in the United States, and its product has become a household word and recognized as standard throughout the country. It has always been the effort of the company to be the leader in the industry, and much of its marked success is attributable to the high standard adopted and to the use of only the best grades of material wrought by the highest skilled labor for which New England is famous. The plant, covering twenty-three acres, is located at Framingham, Mass., where every modern device for the making of its products is installed. The officers are: Edward Gurney, president; William T. Isaac, vice-president and general manager, and Alfred G. Merser, secretary and treasurer. Mr. Isaac, the active head, has been connected with the company for the past twenty-four years, filling the various offices in the organization up to that now held by him.



WILLIAM T. ISAAC



THE OLD FAIRBANKS HOUSE, DEDHAM, BUILT IN 1650 BY JONATHAN FAIRBANKS, AND REACHED BY THE BAY STATE STREET RAILWAY COMPANY

One of the oldest houses in the country and previous to 1896, when it was purchased by Mrs. J. Amory Codman and daughter of Boston, it had always been owned by a Fairbanks.

WILLIAM WHITMAN

Eminent alike as manufacturer and merchant, Mr. William Whitman of Boston has wielded an extraordinary influence in the upbuilding of the great textile industries of the Commonwealth. Although for more than sixty years a resident of Massachusetts and attached to the State by the memory of his ancestors and the earliest family traditions, Mr. Whitman is a native of the town of Round Hill, Annapolis County, Nova Scotia. He was born there May 9, 1842, the son of John Whitman, and a descendant in the eighth generation of the pioneer John Whitman, who came from England prior to 1638 and settled at Weymouth, near Boston. Mr. Whitman now owns a part of the original homestead granted to the first John Whitman by the town of Weymouth in 1642. Mr. William Whitman's great-grandfather, also named John Whitman, was born in Massachusetts and was one of those who left that State and went to Nova Scotia to take possession of the fruitful lands of Acadia. There he settled near Annapolis upon a farm, which has ever since remained in the Whitman family. On his mother's side, also, Mr. Whitman is of old Massachusetts ancestry. His mother was Rebecca Cutler, a direct descendant of Ebenezer Cutler, a conspicuous Loyalist, whose attachment to King George was the reason of his banishment during the War of the Revolution and his settlement in Halifax, Nova Scotia, in 1778.

William Whitman spent the years of his childhood at Round Hill and in the neighboring town of Annapolis, being brought up in the faith of the Church of England and acquiring the rudiments of education in his father's home, a small country school and the Annapolis academy. At the age of eleven, however, his school days were over, for circumstances compelled him to start out to make his own way in the world.

It has often happened that lack of wealth, early years of struggle and scant educational advantages have proved helpful to young men of indomitable energy. It was so in the case of Mr. Whitman. He came of a long-lived race on both sides of his family. He was endowed with a robust physical constitution. He had a natural aptitude for figures. He acquired early a good legible handwriting, an accomplishment which in business will never be out of date. The early age at which he was thrown upon his own resources developed in him that self-reliance which has been a conspicuous quality throughout his life. He derived from his youthful training and from his honest, God-fearing ancestors those principles of business righteousness which are exemplified in his career.

It was, therefore, not altogether without an equipment that he left home May 13, 1854, to enter the office of a wholesale dry goods store in St. John, New Brunswick; but two years later, dissatisfied with the limited opportunities of St. John, he came to Boston and without the aid of friends or influence, this lad of fourteen secured a position as entry clerk in the firm of James M. Beebe, Richardson & Company, successors to James M. Beebe, Morgan & Company, which was at that time one of the largest mercantile houses with a reputation which had spread beyond Annapolis and had attracted the ambitious youth before he left Nova Scotia. In this house, Mr. Whitman remained eleven years, passing through the various departments by successive promotions until the firm was dissolved.

In 1867 Mr. Whitman became associated with R. M. Bailey & Company, as Treasurer of the Arlington Woolen Mills of Lawrence, of which Mr. Bailey was President and his firm the selling agent. In 1869 Mr. Whitman resigned his post as Treasurer because of dissatisfaction with the management and purchased an interest in a woolen mill at Ashland, N. H., where he pursued the manufacture of goods on his own account, but when, six months later, the Arlington Mills were reorganized, Mr. Whitman was asked to resume the position which he had relinquished.

Thus, from 1867—with the exception of this brief interval of half a year—Mr. Whitman has been continuously associated with

the Arlington Mills, until 1902 as Treasurer, and from that date to 1913 as President. Although he has resigned the presidency, Mr. Whitman remains an active director. He is everywhere recognized as the chief factor in the development of the Arlington Mills from a small concern with scant capital and poor equipment into one of the largest textile organizations in the world. His energy and foresight have enabled the mills to anticipate the changes which have taken place in manufacturing and to adapt their resources and methods to every emergency. During Mr. Whitman's connection with the Arlington Mills, capitalization has grown from $150,000 to $8,000,000 and the number of employees from 300 to 7,200. The mills, which are all within one yard, contain about sixty-eight acres of floor space and are among the finest examples of mill architecture in existence. They have a capacity for consuming 1,250,000 pounds of wool each week, which is equivalent to the fleeces of 33,000 sheep every day. While wool is the principal material manufactured, the cotton mills of the corporation consume annually 12,000 bales of cotton.

This remarkable development of the Arlington Mills under Mr. Whitman's management measures the greater part of his business life and also the development of the American worsted industry, to which he has so largely contributed. His has been, to a notable degree, the work of a pioneer and creator, for much of the growth of the worsted industry has been in fields which were untouched when Mr. Whitman first applied his abilities to the manufacture. How recent, how modern, is all this wonderful development may be indicated by the fact that the man whose mind for so many years has controlled the Arlington Mills can recall the period when the clothing of his family and the community in which he lived was woven on the hand-loom from yarn spun on the old-fashioned spinning-wheel.

During the past twenty years, Mr. Whitman has influenced the construction in Massachusetts of several large new mills, for which he acts as managing director. In 1902 and 1905 the Whitman Mills, and in 1903 and 1908 the Manomet Mills were built at New Bedford. The former organization, while Mr. Whitman was president, had a capitalization of $1,500,000, and possessed 132,000 spindles and 3,400 looms, employed in the production of cotton cloths; the latter organization, with $3,000,000 capital, has 203,000 spindles, its product being confined to cotton yarns. The Nonquitt Spinning Company, built in 1906 and 1910, capitalized at $2,400,000, has 160,000 spindles. This company also confines its product to cotton yarns. The Nashawena Mills of New Bedford, organized in 1909, with a capitalization of $3,000,000, have 163,000 spindles and 3,800 looms for the manufacture of cotton cloths. Mr. Whitman also influenced in 1910 the building of the Monomac Spinning Company of Lawrence, for the manufacture of worsted and merino yarns. This corporation has 43,000 spindles, with a capital of $1,200,000. Mr. Whitman is president of the Hoosac Worsted Mills at North Adams, Mass., and the Naquog Worsted Mills of West Rutland, Mass., and he is a director of the Hope Webbing Company of Pawtucket, R. I., and the Calhoun Mills, of Calhoun Falls, S. C.

In 1916 Mr. Whitman organized two more enterprises, the Katama Mills of South Lawrence, Mass., manufacturing tire duck and other heavy fabrics, with a capital of $500,000 and 300 looms, and the Belleville Warehouse Company, with $250,000 capital, established to maintain in New Bedford a large warehouse with a capacity of 50,000 bales of cotton. Of this latter concern Mr. Whitman is the president, and he is a director of the Katama Mills.

The mill organizations under Mr. Whitman's management have, altogether, a capital of more than $19,000,000, operate nearly 800,000 spindles and produce each year 52,000,000 pounds of yarn and 68,000,000 yards of cloth.

In 1887 Mr. Whitman became a member of the firm of Harding, Colby & Company, commission merchants of Boston and New York, who were at that time the selling agents of the Arlington Mills. When the firm was dissolved two years later by the



WILLIAM WHITMAN

ONE OF AMERICA'S FOREMOST MEN IN THE TEXTILE INDUSTRY

death of Mr. Colby, Mr. Whitman became the managing partner in the firm of Harding, Whitman & Company, which succeeded it. Upon the termination of this partnership in 1909, the business was taken over by a new firm, William Whitman & Company, of which Mr. Whitman was the senior and managing partner. The firm was incorporated in 1913 with the title "William Whitman Company, Inc.," the capital stock of which has recently been increased to $4,000,000 common and $1,000,000 preferred. Mr. Whitman is the president of the corporation, which has its offices in the leading cities of the country. The growth of its business has been commensurate with the remarkable growth of the Arlington Mills.

Although all these years an exceedingly active man of business, Mr. Whitman has found opportunity to take an alert interest in the larger aspect of the industrial development of the country and in questions of public policy, so far as they have a bearing on this development. He has been for many years a prominent member of the National Association of Wool Manufacturers, the oldest organization of its class in the United States. In 1888 Mr. Whitman was honored by election to the presidency of the Association and was re-elected each year until in 1894 the stress of business compelled him to retire. After an interval of ten years, during which period he served on the Executive Committee, he was in 1904 again elected president of the National Association, and continued in office until 1911, when he declined a renomination. Mr. Whitman is also a member of the National Association of Cotton Manufacturers and of the American Cotton Manufacturers' Association.

On the reorganization of the directorate of the Equitable Life Insurance Society of the United States, one of the largest institutions of trust in the world, Mr. Whitman, in June, 1905, was elected a director as a representative of the policy-holders of the society, and he served until his resignation in 1913.

Although Mr. Whitman has never held public office, he has always been identified with the Republican party and has made an impress upon the industrial-economic and trade and tariff history of the nation. He is an acknowledged authority in tariff matters, particularly in connection with the wool and cotton manufacture, and his advice has repeatedly been sought on the wisdom and effect of proposed tariff legislation. Broad and thorough study, as well as large personal experience, have given weight to his views and have enabled him on many occasions, by speech and brief, to render valuable service to the textile manufacturers of America. Mr. Whitman has labored indefatigably for the welfare of the commerce and industries of Massachusetts and of the country at large. He has prepared and published papers on economic themes, which have attracted marked attention and have been widely circulated. These works are: "Free Raw Materials as Related to New England Industries," "Free Coal—Would It Give New England Manufacturers Cheaper Fuel?" "Some Reasons Why Commercial Reciprocity Is Impracticable," "Objections to Reciprocity on Constitutional and Practical Grounds," "The Tariff Revisionist, an Example of the Nature of His Demand," 1906, "What are the Protected Industries," 1908. Mr. Whitman's style is clear, concise and forcible. It is the more telling because it is not marked by any effort at rhetorical or literary effect. He speaks or writes upon a business or public question because he has something to say—facts to communicate or convictions to express. He says what he has to say with directness and pungency, and when he is through he stops. His statements of facts are unimpeachable and his arguments are logical and hammer-like.

Mr. Whitman has widespread affiliations with the business and social life of New England. He is a member of the Arkwright Club, a life member of the American Academy of Political and Social Science, the Boston Young Men's Christian Union, the Boston Press Club, the Massachusetts Historical Society, the Nova Scotia Historical Society, the Society for the Preservation of New England Antiquities and the National Geographic Society. He is a member also

of the Union Club, the Boston Chamber of Commerce, the Commercial Club, the Bostonian Society, the Brookline Historical Society, the Bunker Hill Monument Association, the Eastern Yacht Club, the Country Club of Brookline, the Home Market Club, the Norfolk Club and other organizations. But though Mr. Whitman has a wide acquaintance and is sought on many public occasions, his tastes and inclinations are domestic and he finds his chief happiness in his beautiful Brookline home.

Mr. Whitman was married on the 19th of January, 1865, to Jane Dole Hallett, a native of Boston, but a descendant of distinguished Loyalist families who left New York in 1783 at the close of the War of the Revolution and settled in St. John, New Brunswick. Mr. and Mrs. Whitman have had eight children, of whom four sons and three daughters are living. Three of his sons are associated with him in William Whitman Company, Inc., and a son-in-law, Mr. Franklin W. Hobbs, is president of the Arlington Mills.

Beloved in his home, respected among his business associates, and honored and influential in the community at large, Mr. Whitman stands for those principles of personal and business integrity upon which the welfare of state and nation fundamentally depends. His career illustrates the possibilities open to a man who, to the old requirements of a sound mind and a sound body, adds a sound morality and high business ideals. The success which has crowned his ambition has been honorable and dignified.

WINTHROP L. MARVIN

An extensive newspaper knowledge and familiarity with the trade conditions of the country have enabled Winthrop L. Marvin, secretary and treasurer of the National Association of Wool Manufacturers, to handle the affairs of that important body with great success. Mr. Marvin was born in New Castle, N. H., May 15, 1863, and was educated in the public and high schools of Portsmouth, N. H., at the Roxbury Latin School and at Tufts College, graduating A.B. from the last named in 1884. During the latter part of his college term he acted as a reporter on a daily paper, and subse-



WINTHROP L. MARVIN

quently, through successive changes, became associate editor and chief editorial writer on the Boston *Journal*, remaining in that capacity until 1904, when he went to Washington as secretary of the Merchant Marine Commission of the United States. In 1908 he was elected to his present position, with headquarters in Boston. Mr. Marvin has been an extensive writer, and is the author of "The American Merchant Marine; Its History and Romance," a work that is regarded as a standard historical work on this subject. He has also contributed to various magazines editorials on manufacturing and the tariff. Tufts College conferred the honorary degree of Litt.D. upon him in 1903. He is a member of the Phi Beta Kappa and the Theta Delta Chi fraternities, the Sons of the Revolution, the Algonquin, Massachusetts, Home Market and Republican Clubs, and the Boston Chamber of Commerce. He is also an associate member of the Society of Naval Architects and Marine Engineers.



ROBERT DYSART, B.C.S., C.P.A.

One of the leading Public Accountants of the New England States, Counselor and Special Lecturer at the Pace Institute of Accountancy, Trustee of the Department of Statistics for the City of Boston, etc.

ROBERT DYSART, B.C.S., C.P.A.

Robert Dysart, Bachelor of Commercial Science, Certified Public Accountant, Counselor and Special Lecturer at the Pace Institute of Accountancy, Trustee of the Department of Statistics for the City of Boston, and a writer on financial and economic subjects, is a grandson of the late Robert Dysart, Architect, of New Brunswick, Canada, and eldest son of the late Andrew Knox Dysart and Etta Miriam, daughter of the late Honorable Robert Cutler, for many years a member of Parliament in the Canadian House of Commons.

Mr. Dysart is a descendant on the paternal side of a Norman family who settled in England at the time of the Conquest; and through his mother is of old New England and United Empire Loyalist ancestry, tracing directly from the Reverend Dr. Samuel Cutler, one of the first Orthodox clergymen to the Massachusetts Bay Colony, and Ebenezer Cutler, the Royalist, who accompanied the British Arms to Canada at the outbreak of the Revolutionary War.

His early education was received in the public schools of his native province, supplemented by special graduate courses taken in Accountancy, Commerce, Economics and Finance at the University of St. Joseph's College, one of the oldest seats of learning in Eastern Canada. While a student at this institution, he was also graduated from the advanced courses given in English Belle-Lettres, Rhetoric, History and Mathematics. Prior to the foregoing collegiate courses, he attended the Royal Military School at Fredericton.

Deciding upon a financial career, he entered the offices of the veteran State Street Accountant and Auditor, Andrew Stewart, C.P.A., where he remained for several years, in close touch with the very exceptional range of opportunities afforded for the acquisition of that breadth of experience, and soundness of professional training, so essential to the success of the consulting public accountant of the present day.

He subsequently opened offices of his own, and has been favored with a large practice, being the auditor for upwards of two hundred and fifty millions of vested capital. In addition to the general practice of accountancy, including periodical and special investigations and audits for banks, trust companies, manufacturers, directors, creditors' committees, municipalities, trustees in probate, bankruptcy and estate affairs, etc.; he is also extensively engaged, with the aid of a permanent staff of assistants, on constructive and cost accounting; numbering among his clients many of the largest manufacturing, trading and textile corporations in the country. His Boston offices are located in the Union Bank Building at 40 State Street, with branch offices in New York City and in St. John, New Brunswick.

Besides membership in several literary and charitable organizations, he is a member of the American Academy of Political Science, the Bostonian Society, the Copley Society, the American Mathematical Society, the St. John Gun Club, the Boston City Club, the Canadian Club of Boston, the Clover Club, the Economic Club, and is a fellow of the American Association of Public Accountants, and of the Society of Certified Public Accountants of Massachusetts.

Although a naturalized citizen of the United States, Mr. Dysart still maintains an active interest in his old home in New Brunswick, invariably spending his vacations there at the family seat, Cocaigne, to which he succeeded on the death of his father in 1912.

UNITED SHOE MACHINERY COMPANY

The United Shoe Machinery Company was organized February 7, 1899, by the consolidation of three separate concerns then manufacturing shoe machinery, each making machines adapted to a particular class of operations: The Goodyear Shoe Machinery Company, the Consolidated and McKay Lasting Machine Company and The McKay Shoe Machinery Company. The Goodyear Shoe Machinery Company was making chiefly machines for sewing the sole to the upper in welt shoes, and various auxiliary machines which helped to perfect the shoes. The Consolidated and McKay Lasting Machine Company was manufacturing machines for lasting a shoe. The McKay Shoe Machinery Company was producing various machines for attaching soles and heels by metallic fastenings, and furnishing material for that purpose. The objects of the consolidation, as subsequently defined by the president of the new organization, Mr. Sidney W. Winslow, were: (1) To reduce the cost of production of the machines; (2) to improve the quality of service furnished without increasing the cost to the shoe manufacturer; (3) to give to each manufacturer who might wish it an opportunity to get from a single company under these improved conditions such of these machines as he might need in that department of the factory in which soles and heels are attached to uppers—the machines in what is known as the "bottoming room."

The three companies consolidated were not competing concerns, but the machines of all three were dependent links in an industrial chain. The shoe manufacturer desiring to instal the chain in his factory had previously been obliged to patronize all three, going to each for that part of his equipment which it exclusively supplied. The union of the three in one organization brought the machines under a single supervision and control, and established uniform methods of administration that resulted in uninterrupted and larger service in the factories.

The story of the evolution of shoe machinery and the replacement of the human hand by the present elaborate system of machines, almost human in their operation and more than human in the accuracy and perfection of their results, began with the invention of the sewing machine in the eighteen forties. One of the earliest uses to which that machine was put was in the sewing together of the pieces of soft and pliable leather which constitutes the upper of a shoe. The next step was the contriving of a machine to perform the far more complicated operations of sewing the upper to the thick and heavy sole. This was accomplished, after some years of endeavor had passed, with the invention by Lyman R. Blake, of the McKay Sewing Machine, introduced by Gordon McKay in 1862. By that machine the thread was carried through into the inside of the inner sole, leaving a rasping edge on which the stockings of the wearer rubbed. Its service was also limited, since it displaced only the coarser grade of shoe. The hand-sewn shoe, with its welt—the thin and narrow strip of leather first sewed to the insole and upper—and the heavy outsole sewed to the welt, so that the stitches come outside and do not touch the foot, remained the favored of fashion and of those who would have comfort and could afford the price.

To devise a machine that would perform this operation of sewing with welts, a delicate one by hand, was the next move. More years elapsed before this was satisfactorily accomplished. The problem was solved with an invention of Auguste Destouy, supplemented by improvements and auxiliaries by Christian Dancel and other mechanical geniuses, under the direction of Charles Goodyear, a son of Charles Goodyear, the famous inventor and discoverer of the process of vulcanizing rubber. Then appeared the Goodyear welting and stitching machines, so named from Mr. Goodyear, who had financed and perfected them. These two machines are the nucleus of the Goodyear



SIDNEY W. WINSLOW
PRESIDENT UNITED SHOE MACHINERY CO.

Welt System of today, to which has been attributed a revolution in the shoe industry. Although they are entirely distinct machines, they are inseparable, for neither can be used effectively without the other in making the modern Goodyear welt shoe.

The next problem that engaged inventors, more difficult even than that of machine-sewing with welts, was the contrivance of machinery to substitute for the human hand in fitting the upper of the shoe to the last and in pulling the leather over the last's delicate lines and curves. At length this was solved with the invention of the lasting machine and the intricate series comprising the Rex Pulling-over System.

Thus, one after another, every important operation had yielded to invention. Numerous machines followed, or were earlier invented, for detail work—as shaping, compressing and nailing heels, attaching soles to uppers in heavy shoes by copper screws and wires, rounding, "buffing" and polishing the soles, and performing many other operations, some seemingly trivial yet all essential to perfection in comfort, durability and style.

Today fifty-eight machines are employed in a single department in the making of every good shoe, and all departments require 163 machines and 210 separate operations, and so perfectly are the machines of the Goodyear System adjusted one to another that they are described as working together almost with the precision of a watch. By this marvellous system of machines perfect shoes are turned out today by the hundred in the time it took the old-style workman to make by hand, and less perfectly, a single pair. The industry has been completely transformed and there is no important operation in a shoe which need now be done by hand. The finest grades of sewn shoes which, under the hand system, were a luxury enjoyed exclusively by the well-to-do, are in these days brought within the reach of persons of modest means. As the clever writer of "The Secret of the Shoe" has expressed it, "the feet of the million are clad today as finely as the feet of yesterday's millionaire." The average man has "a better-fitting, better-wearing and better-looking shoe than the moneyed man of yesterday, at a fraction of the expense." So, too, the coarser grades have been improved, and the cost to the wearer reduced. Nearly all of the machines now in service are of American invention.

The United Shoe Machinery Company continued the royalty system of the consolidated companies, and assumed the entire responsibility of replacing obsolete machines with others up to date, and of keeping all machinery in repair so that no time may be lost through the idleness of any part of the system which has been installed. In looking after its machines in the factories of its lessees, and in keeping them in repair and in steady working order, the company now has employed a force of five hundred expert mechanics, while it keeps a staff of a hundred inventors in its immediate employ continually on the watch for new ideas, or, in the experimental laboratories of its great factory, working out new devices or improvements upon those in service, that its machines may reach the highest point of productive efficiency.

Under the royalty system in leasing its machines which the company maintains, the shoe manufacturer, instead of buying his machines outright, pays for their use a fixed sum on each pair of shoes made. The royalty is what the company gets for the manufacture, installation, use, care and service in keeping the machines in running order and for instruction of operatives. According to official statement, the average royalty paid by a shoe manufacturer today for the use of all machines furnished by the company in the manufacture of all types and grades of shoes, is less than 2 2-3 cents per pair of shoes. This includes the Goodyear welt shoe, the highest priced shoe and the best which can be bought, on which the highest royalty paid is less than 5 1-4 cents per pair. The Goodyear welt shoes constitute less than one-third of the annual production of the United States. On two-thirds of the total annual production, if all the company's machines were used in their manufacture, the royalty would average less



GEORGE W. BROWN

VICE-PRESIDENT UNITED SHOE MACHINERY CO.

than 1 1-3 cents a pair. On some grades the royalty is three-quarters of a cent. The machines are leased to all shoe manufacturers, large and small, on the same terms, with special privileges to none. Thus, with respect to machinery, the small manufacturer has the same advantage as the large one. He is enabled to pursue his business and compete with the larger concerns in the industry without tying up a large amount of capital in purchased machinery, as the large manufacturer can afford to do, and machinery subject to more rapid depreciation, it is said, than that employed in any other large industry. The company was making, in 1914, over three hundred different machines, some of which are leased on the royalty system, although many are sold outright, and the larger number may be leased or purchased, as the shoe manufacturer may prefer. Of its output, nearly one hundred are new machines which it has produced, sixteen of which perform operations which before their introduction could only be done by hand.

The general offices of the United Shoe Machinery Company are in Boston, the factories in Beverly. The plant in Beverly is a remarkable industrial institution. It is at once a model factory of a high type of modern construction and equipment, and an establishment in which what is popularly termed welfare work, or more practically, if less tersely, defined as "the intensive cooperation between employer and employee for the purpose of insuring the highest industrial efficiency in the group and securing for the individual the best of living and recreational conditions," has been carried to the highest standard. While it is one of the largest of its class in the country, the provisions made for the comfort, safety, health and contentment of its mass of employees, at times upwards of five thousand persons, men and women, are pronounced to be not excelled, and, perhaps, not equalled at any other factory in the world. It occupies a tract of three hundred acres, admirably situated on the water front and attractively laid out. It comprises sixteen buildings, all constructed of re-enforced concrete, two of them eleven hundred and twenty feet long and sixty feet wide, with over twenty-one acres of floor space. All are flooded with light and abundantly freshened with air. Seventy-five per cent. of the wall space of most of them is devoted to windows. A few of them have as high as ninety per cent. wall space of glass. The whole plant is also lavishly supplied with electric light. Besides the lamps placed to radiate light generally, there are individual lamps with protected eye-shades at every machine, ready for use at all times. The plant is further equipped with aerating apparatus and suction fans, for the inbringing of fresh air and the expulsion of foul air, metallic dust, gases and other impurities.

These sixteen buildings constitute the works for the making of the many varieties of machines, of which, it is stated, 24,000 are shipped annually, while the number of parts of machines shipped reaches 21,000,000. The provisions for the well-being and recreation of the thousands of employees are as ample and complete as are the works for their purposes. These include a fully-equipped emergency hospital, rest-rooms comfortably and invitingly furnished and supplied for the women employees, a great restaurant where the employees may get their mid-day lunch at cost, the vegetables grown in the company's own gardens, other foodstuffs brought direct to the factory in freight cars; a luxurious club-house, erected, equipped and given to the workers by the company, and managed by the United Shoe Machinery Athletic Association, the club members paying each a dollar a year dues; extensive athletic fields in front of the club-house for baseball, football, cricket, track sports; tennis courts at its side, within walking distance of the club-house, and a shooting range, one of the finest in the State. Besides the usual club equipments, including a well-stocked reading-room and a dining-room, are a dance hall and a theatre. Women are club members as well as men. There is a special department devoted exclusively to their use, although they share the rest of the club-house with the men. A golf club, yacht and

motor boat clubs are also fostered, and there is an admirable United Shoe Machinery Band. The Athletic Association publishes a creditable monthly magazine entitled "The Three Partners"—the three being Capital, Labor and the Public, giving accounts of sporting events and United Shoe news. An industrial training school for boys, relays from the high school of Beverly, is conducted in the factory. The boys are taught in detail at the machines and in various departments, under the direction of instructors, and receive pay for their work, and ultimately they may be graduated into the factory as regular hands. The school is carried on by the company in conjunction with the City of Beverly and the State of Massachusetts.

The standard of work throughout this factory is classed as high; and the contentment of the workers, together with the advantages of its situation and perfected sanitary conditions, marks it, in the judgment of factory experts, foremost among the best type of twentieth century industrial establishments. The statement is officially made that the wages paid here average higher than those paid in any other factory of equal size in Massachusetts.

Sidney Wilmot Winslow, the president and the head since its establishment, has been termed the guiding genius of this great concern. He was particularly the guiding genius in its evolution. It was through his initiative that the three separate companies were united into the one organization, and that under such union the shoe manufacturing industry was standardized; while the development of the model Beverly institution, together with the great prosperity of the organization, is to be attributed solely to the remarkable ability of Mr. Winslow and the officials in association with him in the company's directorate. He was the son of a shoemaker, and himself had been a shoemaker and later a shoe-machine maker, familiar by experience with all the details of shoe manufacture and of shoe machinery. He is a native of Cape Cod and of the best of Pilgrim stock. He was born in Brewster, September 20, 1854, son of Freeman and Lucy H. (Rogers) Winslow. On the maternal side he is descended from Thomas Rogers, who came out in the "Mayflower" in 1620, while on the father's side he is direct from Kenelm Winslow, brother of Edward Winslow of the first comers, who was the third governor of the Plymouth colony and one of the original settlers of Marshfield. Freeman Winslow was first a shoemaker, or cobbler, on board a whaling ship. When he forsook the sea he opened a village shoemaking shop of his own, and here the boy, Sidney, got his first lessons in the trade. He attended the grammar and high school at Salem, and, upon graduation from the latter, entered the father's factory. He remained here fourteen years, doing all sorts of work, from pegging heels at first to running one machine after another, his last service being as foreman of the stitching-room.

When he first began work in the Salem factory only the McKay sewing machine for attaching soles to uppers had been invented, and that had but recently been introduced. While foreman in the stitching-room he became impressed with the vital importance of shoe machinery in the development of the boot and shoe industry, and especially with the serious disadvantages under which manufacturers labored because of the multiplicity of companies controlling the various machines in performing the different operations necessary in making shoes. Mr. Winslow was impressed with the economic wastefulness of the various small companies that were striving among themselves for the business of shoe manufacturers, with the resulting loss both to labor and capital. His first venture in shoe machinery making was in connection with a machine invented by his father, who was a man of great inventive talents. This was the Naumkeag buffing machine. Mr. Winslow secured a controlling interest in this machine in 1883, and still holds it. Subsequently he was attracted to the hand method lasting machine, invented by Jan Ernest Matzeliger, a shoe worker of Lynn, in 1883, which was de-

signed to perform a delicate operation that, from the beginning of shoe machinery, had always been done by hand. Its inventor, after securing the patent, had neither the capital nor the business experience to make it commercially practical and, although others became financially interested, it did not become a commercial success until Mr. Winslow, perceiving its possibilities, in 1892, associated with himself men of organizing capacity and pecuniary resources, and put it on a paying basis. In the meantime other lasting machines had come on the market, each adapted to make a particular type of shoe. All of these machines were finally gathered into the possession of the Consolidated and McKay Lasting Machine Company, of which Wallace F. Robinson became president and George W. Brown treasurer and general manager, while Mr. Winslow was active in the direction of its affairs. Machines for performing the various other operations in making shoes were still in the hands of numerous separate companies. By degrees, however, several of the smaller concerns had gone out of business, and by 1899 the making of shoe machinery had centered in the three companies subsequently consolidated, through the initiative of Mr. Winslow, in the United Shoe Machinery Company, with a directorate composed principally of leading New England and New York business men.

Mr. Winslow is an indefatigable worker, arriving at his office early and leaving late. Yet, with all his business interests, he finds time for wholesome relaxation. He is a devotee of chess and an enthusiastic tennis and golf player. He is a connoisseur in paintings and has collected many art treasures, which adorn his home. His club associations are with the Commercial, Algonquin and Boston Chess. He was married in 1877 to Miss Georgiana Buxton, daughter of George Buxton of Peabody, and the children by this union are Sidney W., Jr., Lucy, now Mrs. Hill; Mabel W., now Mrs. Foster, and Edward H. Winslow.

George Washington Brown, vice-president of the United Shoe Machinery Company, was born in Northfield, Vermont, August 30, 1841, the son of Isaac Washington and Sylvia Elvira (Partridge) Brown. His ancestors were among the earliest of the sturdy pioneers who journeyed, after the Revolutionary War, from Connecticut to Vermont, the forbears of a race whose representatives have been prominent in all branches of intellectual and commercial activity. He was educated in the public schools and the Newbury (Vermont) Seminary, and at the age of eighteen entered the employ of the Vermont Central Railroad shops at Northfield. In 1865, he became a member of the firm of Hyde & Brown, grocers, and, in 1867, formed a partnership under the name of McGowan & Brown, dealers in hardware. In 1869 he entered the service of the Central Pacific Railroad as auditor of its motive power department, with headquarters in Sacramento, California. In 1871 he returned East and became a salesman in the employ of the Wheeler & Wilson Company. His diligence and ability led to rapid advancement and, in 1876, he was made general manager of the company's New England business.

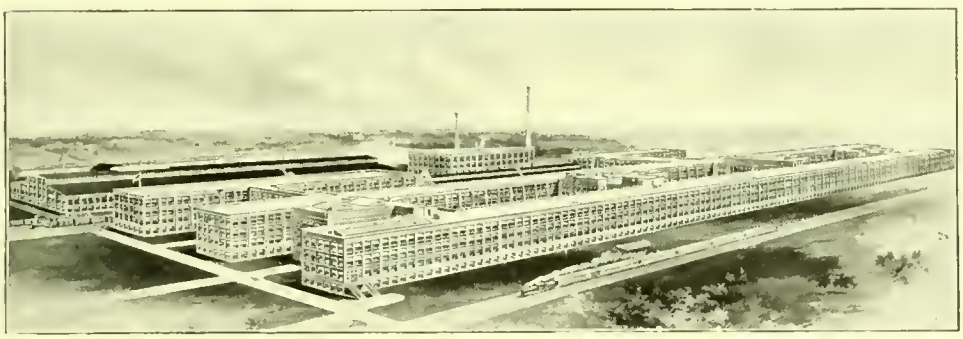
In 1892 Mr. Brown resigned to become general manager and treasurer of the Consolidated Hand Method Lasting Machine Company, and, under his management, the resources and standing of the company so developed that it became the prime factor in the union of the different lasting machine companies in a new company known as the Consolidated McKay Lasting Machine Company, of which Mr. Brown was made treasurer and general manager. Under his direction the important divisions of the shoe manufacturing industry served by this company were developed and organized as they had never been before. When the United Shoe Machinery Company was organized in 1899, Mr. Brown was made treasurer and general manager of the company, and brought to it experience of the highest order. In 1909 he resigned as treasurer

and general manager, and since then has been a vice-president of the company and chairman of its finance committee.

Mr. Brown has travelled extensively and has a large circle of personal friends and business acquaintances in every part of the world. He is a patron of art and a collector of the best, and a love of music is one of his predominating characteristics. As a member of the executive committee of the Welfare Department of the National Civic Federation, he has been in close touch with its work, which is reflected in his special interest in all that affects the health, happiness and comfort of the employees of the United Shoe Machinery Company, both in the Boston offices and at the great factory at Beverly.

Mr. Brown was married May 5, 1863, to Addie E. Perkins, who died in June, 1900. Their son, Edwin P. Brown, well known in the business and financial circles of Boston, was chosen the general manager of the company in 1911.

Pertinent Facts about the Manufacturing Plant of the United Shoe Machinery Company



MANUFACTURING PLANT, UNITED SHOE MACHINERY COMPANY, BEVERLY, MASS.

Sixteen Buildings of Reinforced Concrete Construction, with Floor Space of 921,000 Square Feet, or over 21 Acres
Manufacturing Buildings, 1120 Feet Long, 60 Feet Wide, Four Floors
Power House 140 x 90 Ft. Equipped with Three Curtis Turbine Engines, Two 750 Kw. Each, and One 1500 Kw.
Four Batteries of Boilers, 4000 H. P. Capacity
Machinery Throughout the Works Driven by 95 Induction Motors, Capacity Ranging from 3 H. P. to 75 H. P. Each
Foundry 390 Feet Long x 109 Feet Wide. Capacity, 50 Tons of Castings per Day
Capacity of Drop Forge Department, 60,000 Pieces Per Week
150,000 Pounds of Steel Used Per Week in Manufacturing
1800 Tons of Steel Carried in Stock Supply Room for Use in Manufacturing
Over 100,000 Catalogued Machine Parts Carried in Stock in Finished Stock Room
Over 21,000,000 Parts of Machines Sent Out From Stock Room Annually
Over 21,000 Machines Shipped by the Company Annually
Buildings Heated by Hot-Air System During Cold Weather, and the Same Fans Supply Cold Air During Hot Weather
Ventilated Metal Lockers for Workmen's Clothes, Each Workman Having His Individual Locker and Key
Individual Wash Basins and Shower Baths in Wash Rooms
Toilet Rooms, Wash Rooms, Bath Rooms and Lounging Rooms for Women Employees, with Matron in Attendance
All Toilet Rooms are Ventilated by Exhaust Fans of Such Size and Speed as to Change the Air Every Twelve Minutes
Fully Equipped Emergency Hospital with Trained Attendant in Charge
Restaurant with Seating Capacity for 650
Forty-three Private Rooms for Inventors' Use
Clubhouse for Employees with Floor Space of Over 14,000 Square Feet and a Ten-Acre Field for Athletic Sports

SHERMAN W. LADD
(DECEASED)
SHOE MACHINERY EXPERT

Sherman W. Ladd was born in Holderness, New Hampshire, September 27, 1855, and was descended from Samuel Ladd, who



SHERMAN W. LADD (DECEASED)

came from England to Plymouth County in 1643. His father, Hale Moulton Ladd, and his ancestors, Jesse and Herman Ladd, were inventors.

Mr. Ladd was twice married. First, to Lilla H. S. Jackson, and second, to Mary, daughter of Charles and Margaret Stowell of Medford, Mass. He was a member of the Union Club of Beverly and the Beverly Board of Trade. Mr. Ladd was a natural mechanical genius. He was always even in childhood, handy with his knife in whittling out different articles, and possessed that mechanical genius whereby, in later years, he was able to conceive and then develop into first-class mechanical shape different kinds of mechanism. He was an invaluable man for reducing inventions to practical commercial shape, and his specialty was designing and constructing shoe machinery. Early in life he was associated with Mr. Louis Goddu in making different kinds of shoe machinery, notably the Standard Screw machine for attaching the outsoles of boots and shoes by a screw-threaded wire. This machine had a successful career and was well known to shoe manufacturers throughout the United States. He also was associated with Andrew Eppler, of the Eppler Sewing Machine Co., in improving, designing and manufacturing welt sewing machines. In 1888, he became associated with Charles S. Gooding, mechanical engineer, in the designing and improving of the Matzeliger lasting machine for the Hand Method Lasting Machine Co. of Lynn. Several patents were taken out by Mr. Gooding and Mr. Ladd on the improved lasting machine. The first machine was built and successfully operated in a shoe factory for a year and a half. Subsequent to his association with Mr. Gooding, Mr. Ladd entered the employ of the Consolidated Hand Method Lasting Machine Co., inventing and building new machines during the different changes in location and in name of the companies which succeeded said company and finally developed into the United Shoe Machinery Co., with which concern he remained until his death. During this time he invented and took out patents upon twenty-six different mechanisms, the dates covering a period extending from 1890 to October, 1911. Between 1903 and 1909, Mr. Ladd, in addition to inventing, improving and superintending the construction of a large variety of shoe machinery, was engaged in building and perfecting manufacturing plants, for the United Shoe Machinery Co., in France, England and Germany, and from 1909 until his death in 1911, he resided in Beverly and Montreal.

CHARLES S. GOODING, M.E.

Expert in Shoe Machinery

Charles S. Gooding was born in Brookline, Mass., June 22, 1858, and was educated in the Brookline Public Schools, graduating



CHARLES S. GOODING

from the Brookline High School with honors at the age of sixteen. He passed his examinations for the Massachusetts Institute of Technology immediately, and graduated as Bachelor of Science in Mechanical Engineering at the age of twenty in the class of '79, of which he is secretary and treasurer. Soon after graduating from Tech he went to Pittsburgh, Pa., in the employ of the P. C. & St. L. Railway. Subsequently he was engaged to take a position as Professor of Mechanical Engineering in the H. C. C. I. Institute of Charleston, South Carolina, where he started a Mechanical Engineering department with night classes for mechanics who could not attend the day classes.

Resigning from his position in Charleston, Mr. Gooding returned to Boston and started a Mechanical Engineering office at 89 Court Street, in January, 1883. Two years later he moved to School Street, where he has continued the practice of Mechanical Engineering, the soliciting of patents and as an expert in patent causes for the past thirty years. During that time, he has designed and superintended the building of large numbers of machines of different classes of invention, including shoe machinery, textile machinery, printing machinery, and special machinery of many kinds. For a number of years Mr. Gooding made a specialty of designing shoe machinery and, in association with the late Sherman W. Ladd, designed and patented the first machine that the parent company of the United Shoe Machinery Co., viz., the Hand Method Lasting Machine Co., put on the market, this machine being known as the hand method lasting machine. During his business career, Mr. Gooding has invented and patented a great many machines and devices and has had United States patents issued on forty-two of these inventions.

Mr. Gooding is of English ancestry, the American branch of the family having been established by George Gooding, who came to New England in the seventeenth century. He died in 1701 and is buried at Dighton, Massachusetts. On the paternal side Mr. Gooding is directly descended from John Howland, who came over in the "Mayflower." With the exception of four years, Mr. Gooding has resided in Brookline during his entire life. He was married there in 1881 to Cora Adeline Haven, and has three daughters, all of whom are married and live in that beautiful suburb.

He is a Republican in politics and is a member of the Boston City Club, the American Society of Mechanical Engineers, the American Association for the Advancement of Science, the American Patent Law Association, and the Boston Chamber of Commerce.

S. A. WOODS MACHINE COMPANY

The S. A. Woods Machine Co. is one of the oldest manufacturers of woodworking machinery in America. The original company was formed in 1854 by Solomon A. Woods. In 1873 the company was incorporated under the name of the S. A. Woods Machine Co., with Solomon A. Woods as president. Under his management the company grew rapidly and extended its line of manufacture. In 1907, on the death of Solomon A. Woods, his son, Frank F. Woods, succeeded to the presidency of the company. In 1912 Frank F. Woods sold his interest in the company to H. C. Dodge and C. W. H. Blood, the former then becoming the president of the company, and the latter its vice-president. Under the new management a broader business policy was inaugurated and its line extended. The company has for years enjoyed a reputation of making a very high grade of machinery, and recently has extended its field of business to include the most prominent lumbering sections in all parts of the world. The plant of the company, which is situated on Damrell Street, South Boston, is one of the largest machine shops in New England. Quite recently they made extensive additions which will ultimately give them as large a capacity as any plant in the world, in heavy planing-mill machinery. Harry Crane Dodge, president of S. A. Woods Machine Co., was born in Woburn, Mass., October 31, 1881, and was educated at the Boston Latin School and Harvard University. He is a son of Frank F. and Nellie (Crane) Dodge, and his ancestors on both the paternal and maternal sides were among the early New England colonists settling at Newburyport and in the vicinity of Plymouth, respectively, about 1635. Mr. Dodge began his business career in 1904, as a salesman for S. A. Woods Machine Co., in the southeastern district. He was made southern manager, with headquarters at New Orleans, in 1908; general sales manager at Boston in 1911, secretary the same year, and became president in October, 1912. He is a member of the Boston Art Club, Boston Athletic Association, Harvard Club of Boston, Boston Press Club, Commonwealth Country Club, and the Seminole Club of Jacksonville, Fla.



HARRY CRANE DODGE



CHARLES W. H. BLOOD

C. W. H. Blood, who fills the dual position of vice-president and treasurer of the company, was born in Kalamazoo, Michigan, July 30, 1864. After a preparatory training in the public schools he entered Cornell University, from which he graduated in 1891 with the M.E. degree. Upon taking up his residence in Boston, he became associated with S. A. Woods as a mechanical engineer, and upon the incorporation of the company was elected its vice-president, eventually becoming one of the owners of the plant by purchase, with Mr. Dodge, of Frank F. Woods' interest. Mr. Blood, in addition to acting as vice-president and treasurer, is general manager of the plant, his training and experience making him familiar with every phase of machinery construction. He is a member of the American Society of Mechanical Engineers, the Boston Athletic Association, the Boston Art Club and the Masonic fraternity.

HERBERT L. SHERMAN

Herbert L. Sherman, president of the New England Bureau of Tests, Inc., is a graduate of the Massachusetts Institute of Technology. He was born in Kingston, Mass., November 11, 1881, and, after graduation in 1902, entered actively upon the practice of his profession. He was employed for a short time as assistant chemist for the Massachusetts State Board of Health and head chemist for the Helderberg Cement Company of Howes Cove, N. Y. He opened a laboratory in Boston in 1904 in general chemical work, both consulting and analytical, and made a specialty of the testing and inspection of structural materials, principally cement and concrete. In April, 1914, he consolidated his interests with the New England interests of the Pittsburgh Testing Laboratory and founded the company of which he is now the executive head. During the twelve years that have ensued since Mr. Sherman opened his Boston laboratory he has become recognized as the leading authority on tests and inspection of all classes of materials in New England. Some of the principal construction work for which this service has been performed are the Charles River basin and dam, Commonwealth Piers No. 5 and 6, the Wood Worsted



HERBERT L. SHERMAN

Mill, the United Shoe Machinery buildings and the Naumkeag Steam Cotton Co. buildings. The company makes nearly all the cement tests for the State of Massachusetts, and acts as consulting chemists for the Boston & Albany Railroad Co. Recently Mr. Sherman designed the generating equipment of the Vacuum Company of Somerville, which maintains the largest plant in the country for the fumigation of foreign cotton in accordance with a recent Federal Statute, and the New England Bureau of Tests, Inc., has contracted to operate this plant for the first few months of its existence.

Mr. Sherman is a member of the Boston Society of Civil Engineers, the New England Water Works Association, the American Society for Testing Materials, the American Concrete Institute, the Boston City Club and the Oakley Country Club.

The laboratory and office of the New England Bureau of Tests, Inc., is at 12 Pearl Street.



ERASMUS B. BADGER
FOUNDER OF THE E. B. BADGER & SONS CO.

E. B. BADGER & SONS CO.

Erastus Beethoven Badger, the subject of this sketch, was born on the first day of October, 1828, at the home of his parents on Hanover Street, at the north end of the city. Shortly afterward his father moved to Fort Hill, where the son spent his early years.

His grandfather, Captain Daniel Badger, was a rising young merchant, having a number of vessels in the Africa and East Indies trade. At the age of forty-four years, he contracted fever while boarding one of his vessels on arrival from the coast of Africa, this causing his death. He was also deeply interested in military affairs of the day, being captain of one of the companies organized by order of the Governor to protect the City of Boston during the War of 1812.

His father, Daniel B. Badger, was a shipping broker, located on Custom House Street, opposite the old Custom House. The son, Erastus B. Badger, being brought up in full sight of Boston Harbor, then full of all kinds of sailing vessels, and accustomed to visiting them with his father, became thoroughly acquainted with the various rigs of ships, barks, brigs and schooners, and could climb the masts and handle the rigging, having his mind on a seafaring life. He became intimately acquainted with many captains and mates, and at the age of 14, his one longing was to go to sea. He made a bargain with Captain Cross of the Brig "Attilla," also another with Captain Measury of the Brig "Nerious"—both vessels regular packets—to the West Indies—but in both instances his father intervened.

He was accustomed to go on the news boat then stationed at India Wharf, its duty being to visit all vessels arriving in port, and reporting to the exchange. This he found most interesting and exciting. His father having frustrated his attempts to go to sea, he could often be found on the pilot boat "Phantom," with Captain John Oliver. In this instance his father again intervened, and on April 8, 1844, the son commenced his apprenticeship with the firm of Rice & Jenkins, as coppersmith, at the junction of Merrimack, Traverse and Portland Streets. His wages averaged two dollars and twenty-five cents per week. Being the youngest boy in their employ, he was obliged during the first two years to open the factory, start the fires at a very early hour (about 5:30), go to breakfast, and then return for the day. At the age of twenty-one years he was master of hydraulics, which in those early days gave a large amount of business to the concern.

On February 22, 1854, Mr. Jenkins having left the business, a partnership was formed to continue the business under the name, Rice, Hicks & Badger, with the stipulation that Mr. Rice retire at the end of the first year, which he did, Hicks & Badger continuing the business until April 8, 1879, when Mr. Hicks retired, and Mr. Badger was joined by his son, Daniel B. Badger, who had learned his trade with Hicks & Badger. Under this management the business prospered. In the year 1892 Mr. A. C. Badger, who had learned his trade at the factory, was admitted to the firm, and in 1900 the business was incorporated as E. B. Badger & Sons Company.

Mr. Badger was an expert coppersmith in every sense of the word, having natural ability for the handling of a manufacturing business. He retired from active business in 1910, and is today well and vigorous at almost the age of eighty-eight years. He has watched the business grow from a small company to its present magnitude. The nature of the work has changed constantly from coppersmithing to all forms of metal work used in connection with various manufacturing industries throughout the country.

Mr. Badger was married in early life to Fannie Babcock Campbell of Milton. He had eleven children of whom seven sons and one daughter are living. He was made a member of the First Baptist Church in Boston, with his wife, in May, 1852, and has been very active in all the offices of the church to this day.



HENRY STAPLES POTTER
OF THE FIRM OF POTTER & WRIGHTINGTON, MANUFACTURERS OF
CEREALS AND CANNED GOODS

HENRY STAPLES POTTER

Mr. Potter was born in Cambridge, Mass., May 31, 1848. He was educated in the public schools and passed the Harvard examinations, but, owing to a serious illness, did not graduate. He is a director of the Commonwealth Trust Co., Massachusetts Real Estate Exchange, and managing trustee of several estates. He was treasurer of the Algonquin Club during the erection of its new building and is a member of the Board of Governors of the Boston City Club, member of the Brookline Country Club, Oakley Country Club, Belmont Country Club, Boston Art Club, Boston Athletic Association, Garden City and Union League Clubs of New York. Mr. Potter is one of the Overseers of the Poor of Boston. The founder of the Potter family was Jacob Potter, who settled in Concord, Massachusetts, in 1638. H. Staples Potter's great-grandfather, on his father's side, was in the Revolutionary War, and held a commission, signed by John Hancock, as Captain of a Concord, Massachusetts, company, that he formed. His great-grandfather, on the maternal side, was one of General Washington's aides.

GEORGE W. MILES

George W. Miles, chemical expert, whose laboratory is located at 88 Broad Street, was born in Milford, Conn., December 30, 1868. He was educated in the schools of New Haven and the Sheffield Scientific School, Yale, graduating Ph.B., in 1889. The same year he took a course at the Connecticut Agricultural Experiment Station, New Haven, and then entered the employ of the Illinois Steel Co., Chicago. From there he went to New York City as first assistant to Stillwell & Gladding, and, upon coming to Boston, for eight years did all of the analytical work in the laboratory of A. D. Little. Since severing his connection with Mr. Little, he has practiced his profession alone, being engaged in general industrial chemistry which includes the analysis and test of oils, soaps, fertilizers, water and general commercial products. Mr. Miles has for years engaged in general research



GEORGE W. MILES

work, and as a result has invented a sewage process, which experts say is the best known for a city like Boston. The ordinary system of sewage would be costly, and is generally operated at a loss. Under Mr. Miles' process it would bring a profit, as in the daily pumpage of one hundred million gallons of sewage, the precipitation would be about one hundred tons of dry sludge, which would produce twenty tons of grease and eighty tons of fertilizer. He is also the discoverer of hydrated cellulose acetate, which is non-inflammable and transparent. This product is largely used for a varnish on aeroplanes, and in the manufacture of artificial silk and moving picture films. Mr. Miles is a member of the Society of Chemical Industry, the American Chemical Society, the Dry Salters Club of Boston, the Royal Society of Arts, England, the Yale Club, Boston Chamber of Commerce and Boston Society of Arts.

SWIFT-McNUTT COMPANY

The Swift-McNutt Co., the largest concern engaged in building-wrecking in New England, was formed by the consolidation



FRANCIS H. SWIFT

of the Swift Contracting Co. and the firm of Robert R. McNutt, Inc. These two companies had for a long time been engaged in the same kind of work, and realizing that a combination would largely increase the effectiveness of each organization, they formed the new company with R. R. McNutt, president, and Francis H. Swift, treasurer. Since the consolidation the business has grown wonderfully and the company does about ninety-five per cent. of all the wrecking in the city. The work is not confined to New England, as the firm has completed large contracts in Kentucky and other states in the Union.

The firm has established a reputation for the careful execution of large contracts and has recently completed the demolition of the old Hotel Pelham, on the corner of Boylston and Tremont Streets. This building, on one of the busiest corners in Boston, was taken down in the very short time of sixty days and presented many difficulties, but the site was cleared within the time specified, and the work of erecting the new building was started promptly by the general contractors. Through the employment of skilled foremen and its well-organized sales department, giving a quick market for material, the Company is enabled to meet conditions, no matter how difficult, and to complete the work with little delay and with safety to their employees and the general public. The Company maintains insurance for the protection of the owner of the property, the public at large and their own employees, and their standing and reputation is such that they are able to file a bond in any amount to insure the faithful performance of their contract. In the course of its business the Company has been obliged to find a market for such material which would appear difficult to dispose of, and, as an outgrowth of this experience,



ROBERT R. McNUTT

has established an appraisal department which can give a value on almost anything, having in mind the prompt disposal of same

for cash. This department is used by many who have collateral to dispose of other than securities, and has proved a most effective instrument through which to realize.

To facilitate the work, storage yards are located all over Boston, one being located on Summer Street, one on Dorchester Avenue, South Boston, one at Massachusetts Avenue and Magazine Street, and two on Broadway, Cambridgeport. These are all used for storage purposes and do away with long hauls. The Company operates its own saw mill for the purpose of turning out marketable stock from sizes not so easy to sell, and it is by these methods that it is enabled to make prompt delivery of all orders.



INDIAN REFINING COMPANY, GEORGETOWN, KENTUCKY, WHICH WAS RECENTLY DISMANTLED BY THE SWIFT-McNUTT CO.

The Swift-McNutt Co. is capitalized at $50,000 and the annual turnover is $500,000, giving employment to from 300 to 500 hands, most of whom are American born of Irish descent. The offices are located at 70 Devonshire Street, where all the details of the work are looked after. A branch office is maintained in Providence, R. I. There are local representatives also in most of the large cities of New England.

FRANCIS H. SWIFT

Francis H. Swift, treasurer of the Swift-McNutt Co., was born in New Bedford, Mass., June 1st, 1880, and was educated at the Milton Academy and Harvard College. After completing his education Mr. Swift went to Pittsburgh, Pa., in the employ of the Westinghouse Manufacturing Co., but returned to Boston shortly afterwards and became a partner in the firm of A. A. Elston & Co., the concern eventually becoming Elston & Swift and the Swift Contracting Co. Mr. Swift is of Pilgrim ancestry, his family first settling in Cape Cod and later removing to New Bedford. He is a member of the Harvard Club of Boston, the Elks, Masonic fraternity and clubs in New York and New Bedford.

ROBERT R. McNUTT

Robert R. McNutt, president of the company, was born in Nova Scotia, January 16, 1877, and was educated in the schools of that country. He came to the United States in 1895, locating at Lowell, where he became foreman for a firm of contractors. He later organized the firm of R. R. McNutt, Inc., in Boston, which made a specialty of house-wrecking. Like his partner, Mr. Swift, he is thoroughly familiar with every branch of the business, having had many years of experience in the line, and is without a peer as an organizer in the contracting business. He is a Mason, member of the Cottage Park Yacht Club, and various other societies and organizations.

The initiative in forming a stock exchange in Boston was taken October 13, 1834, and the start was made with thirteen members, who assessed themselves $100 each. The 13th of October and thirteen original members! Financiers were evidently not superstitious in those days, and the growth of the exchange and of Boston as a financial centre, in the eighty-two years that have intervened, show that they had no occasion to be.

JOSEPH P. MANNING COMPANY

Joseph P. Manning, president of the Joseph P. Manning Co., was born in Ireland, January 8, 1866. He is the son of



JOSEPH P. MANNING

John and Ellen (Dolan) Manning, and, being brought to America in 1871, was educated in the public schools of South Boston. He has been engaged in the wholesale tobacco business since June 30, 1881, at which time he entered the employ of James Quinn. He became partner in the business in 1894, and continued this association until 1899, when he became a member of the firm of McGreenery & Manning, 24 Fulton Street. In 1913, Mr. McGreenery retiring, the business was continued under its present title, and the large building was soon found inadequate for the rapidly growing business. In addition to his interest in the firm of Joseph P. Manning Co., of which he is president and treasurer, Mr. Manning is a director of the Commonwealth Trust Co., the Federal Trust Co., and Greenlaw Manufacturing Co., and is secretary of the Board of Trustees of the Boston City Hospital. He is independent in politics and is a member of the Algonquin, Boston Press, Boston Athletic Association, Boston Art, and the Wollaston Golf Clubs.

Mr. Manning was married July 11, 1900, to Katherine M. O'Donnell of Boston, and has three children, Mildred, Katherine and Virginia Manning.

JAMES F. LOGAN

James F. Logan, vice-president and assistant treasurer of the Joseph P. Manning Co., was born in Jersey City, N. J., February 1, 1872, and was educated at St. Mary's School in the city of his birth. In 1888 he became an employee of the Western Union Telegraph Co., four years later becoming associated with the wholesale tobacco firm of James



FORMER LOCATION OF THE JOSEPH P. MANNING CO.
24 FULTON STREET

Quinn & Co. In 1898, he again became an employee of the telegraph company, and in 1905 returned to the wholesale tobacco busi-

ness with the firm of McGreenery & Manning, which later became the Joseph P. Manning Co. Mr. Logan is a son of Michael and Mary (Bray) Logan, and on January 20, 1892, he was married to Mary A. Manning.



NEW BUILDING OF THE JOSEPH P. MANNING CO., 498 TO 512 ATLANTIC AVENUE

The Joseph P. Manning Co. is the largest house in the United States in its line, with one exception. It was the first commercial concern in Boston to adopt automobiles for delivery service, and now uses fourteen motor trucks, with a garage in South Boston. The salesmen, thirty-nine in number, also use autos in calling upon the trade, and cover the territory within a radius of twenty miles, while the balance of New England is handled by railway service. A staff of machinists and extra chauffeurs are employed in case of breakdowns or other accidents. When the business had outgrown the old building at 24 Fulton Street, which had eighteen thousand, six hundred feet of floor space, the company selected the structure at 500 Atlantic Avenue. This site takes in

the building from 498 to 512 Atlantic Avenue. It is three stories and a basement, with thirty thousand feet of floor space,



JAMES F. LOGAN

every inch of which has been utilized. The principal business done by the house is tobacco, cigars, cigarettes and pipes, and some idea of its magnitude can be gleaned from the fact that the annual turnover is five million dollars, the number of employees is one hundred and fifty-six, and the annual sales of briar and fancy pipes is a quarter million dollars. The daily sale of cigarettes amounts to one million, five hundred thousand. The building required for the transaction of this immense business has been fitted up with every modern contrivance for rapid handling and shipment of goods. The executive offices are beautifully furnished, while rest and lounging rooms have been prepared for the comfort of the many customers.

Many streets in old Boston had been named for London streets, but after the Revolution the citizens made haste to change most of these names for others of a more republican flavor.

CHARLES WILLIAM SHERBURNE

Charles W. Sherburne, who was during his lifetime interested in many commercial enterprises, was born in Boston, October 13, 1839. He was educated in the public schools and began his business career with the old Vermont and Canada Railroad. He later entered the railway supply business with Williams, Page & Co., and after a short time with this concern organized the firm of Sherburne & Co., manufacturers of railroad and contractors' supplies on April 1, 1863. Mr. Sherburne was a pioneer in the development of many of the greatest improvements in railroad construction, maintenance and operation. He was also president of the Armstrong Transfer Express Co., the Star Brass Mfg. Co., and was a director of the Armstrong Dining & News Co. He was a member of the Algonquin, Exchange, Eastern Yacht and Corinthian Clubs and the Beacon Society. He died May 6, 1915, leaving one son and two daughters. The son, Charles H. Sherburne, succeeded his father in his various enterprises.



CHARLES W. SHERBURNE

D. WHITING & SONS

The firm of D. Whiting & Sons was established in Wilton, N. H., by David Whiting in 1857, and is now conducted by Isaac S. Whiting, John K. Whiting, David Whiting and Charles F. Whiting. The business consists in the sale of milk, cream and butter throughout Greater Boston, and in the purchase of milk and cream throughout New England. The main plant and offices are at 570 Rutherford Avenue, Boston.

THE AMERICAN TOOL AND MACHINE COMPANY

The American Tool and Machine Company, whose large plant at Hyde Park, Mass., gives employment to between three



MELVILLE H. BARKER (DECEASED)

and four hundred persons, is one of the oldest industrial concerns in New England. The works were established in 1850 by George H. Fox & Company, and the company was incorporated in 1864, with a capitalization of $100,000. The annual turnover of the concern has increased fifty per cent. in recent years, and now amounts to nearly three-quarters of a million dollars. The product of the company includes sugar machinery, brass finishers' lathes, belt knife, leather splitting machines, and special machinery, such as centrifugal machines for sugar, chemicals, smokeless powder, etc. The territory covered is the entire world, and the company's great success is unquestionably due to the personal supervision of its management. The officers are: Walter M. Bacon, president; M. H. Barker, general manager, and H. W. Woodsworth, treasurer. The board of directors is made up of the president, general manager and F. L. Claflin, Francis E. Bacon and Jacob Thaxter.

Melville H. Barker, who was general manager of the company up to the time of his death, March 9, 1916, had been connected with this concern for forty-one years, and every moment of his time during that long period had been devoted to the improvement of buildings, the installation of the most modern machinery and tools, and to the extension of the company's trade territory. The results are almost unprecedented success along business lines and one of the finest machine works in New England. Mr. Barker was born in Bridgeton, Maine, August 20, 1848, and educated in Chicago, Illinois, and Madison, Wisconsin. He completed his schooling in 1864 and was first employed at Lawrence, Mass., but in a short while became associated with the American Tool and Machine Company as mechanical engineer. He was subsequently advanced to the position of general manager and elected to the directorate, two positions he retained at the time of his death. In addition to his interest in this company, Mr. Barker was at one time connected with the Everett Mills and the Atlantic Mills, both of Lawrence, Mass. He was a member of the Boston City Club, Boston Art Club, Boston Engineers Club, Engineers Club of New York, Machinery Club of New York, the National Metal Trades Association, of which he was president in 1907-08, and the National Founders' Association. He was a Republican in politics, but had never sought or held elective office. The offices of the company are at 109 Beach Street.

THE J. W. MAGUIRE CO.

The J. W. Maguire Co., exclusive agents for the Pierce-Arrow car for Worcester County, the entire territory of



JAMES W. MAGUIRE

Eastern Massachusetts and the State of New Hampshire, was established by J. W. Maguire, now the only member of the firm. Mr. Maguire's history from early boyhood until he attained prominence in the fields of commerce and finance was a succession of struggles and reverses that were finally overcome by perseverance, indomitable will and an inherent ability to sell goods. He was born in South Malden, now West Everett, December 19, 1865, the son of Patrick and Mary E. (McDermott) Maguire, and attended the public schools in that locality. His parents resided on a farm and, being in ill health, much of the work devolved upon the son, who surprised the neighbors by buying and selling cattle when only eight years old. His father and mother died before he was sixteen and, determining to give up farm work, he secured a position with the Boston Rubber Shoe Co. as stock boy at $2.40 per week. The boy's determination to advance was shown by his application to the details of the business and he was soon manufacturing women's shoes. Being transferred to the men's department he increased his earnings to $2.50 and $2.60 per day. This was good wages, even for a man, at that time, and the older workmen protested, thinking the large wages paid to a boy would result in the reduction of the price per pair and thus curtail their earning capacity. The controversy led to Mr. Maguire's retirement and he secured a position with the Para Rubber Co., at South Framingham. After three years he returned to the Boston Rubber Shoe Co., and soon began selling bicycles on the instalment plan and was successful. His next venture was in the woodworking business, where he met his first reverse, losing all he had invested with the exception of less than one hundred dollars. He returned to the bicycle business as salesman for a firm with a branch in Malden, and upon the closing of this store began business for himself and succeeded in making $31,000 in six years. He then invaded the automobile field, and in two years and a half was again penniless. This did not discourage him, however, and in 1903 he secured a partner with capital and came to



PIERCE CAR OF OLD MODEL

Boston to handle automobiles exclusively. The firm lost money the first year and just about broke even the second. Dissatisfac-

tion arose the following year and Mr. Maguire's partner retired. Since that time Mr. Maguire has been very successful and has made a wonderful record in personal salesmanship. He is at present the owner of several parcels of real estate and the old homestead farm at West Everett, is a director of the Everett Trust Co., the New England Casualty Co., and the Boston Automobile Association, Inc. He is a member of the Press Club, Belmont Country Club, Melrose Club, Bellevue Golf Club of Melrose, Commonwealth Golf Club of Boston, Kernwood Club, the Odd Fellows, and is a Thirty-second Degree Mason. He was married in 1885 to Agnes Corbett and has two children, a boy and a girl. His winter home is at 17 Stratford Avenue, Melrose, and his summers are spent at South Hanson. His business address is 745 Boylston Street, Boston. The car shown herewith, which is being driven by Mr. Maguire, was one of the first manufactured by the Pierce Company. It had no reverse, and although of primitive construction and in striking contrast to the mechanically perfect and beautiful cars turned out by the company to-day, was one of the best then in existence and it was the stepping-stone of Mr. Maguire's success.

JAMES F. BLISS

James F. Bliss, senior member of the firm of James Bliss & Co., founded in 1832 by the late James Bliss, was born in Boston April 7, 1847. The firm has always done a large business in all ship supplies. Mr. Bliss was formerly president and director of the Roxbury and the Highland Co-operative banks of Roxbury Crossing, Boston. He is a member of the Boston Art, Exchange, Boston City, and Economic Clubs, the Boston Chamber of Commerce, the Massachusetts Charitable Mechanics Association, the Mercantile Library Association, of which he was president for three years, and all the York and Scottish Rite Masonic bodies. He is a Republican and was for two years a member of the Massachusetts House of Representatives for Ward Twelve, Boston. His business address is 91 Broad Street.



JAMES F. BLISS



REVERE BEACH, LOOKING TOWARD THE CITY OF LYNN

GEORGE W. ARMSTRONG

George W. Armstrong, who organized the Armstrong Transfer Company, and built up the most complete transfer system



GEORGE W. ARMSTRONG (DECEASED)

ever operated in New England, was born in Boston, August 11, 1836, the son of David and Manalia (Lovering) Armstrong. The founder of the American branch of the family was one of the original Scotch settlers of Londonderry, N. H., whose ancestors were of the Clan Armstrong who dwelt on the "Debatable Land" of Scotland near the English border, and who emigrated to the North of Ireland, and from there to America. The maternal ancestry was descended from Governor Edward Winslow.

Mr. Armstrong was educated in the Boston Public Schools, but was forced to leave school and go to work by reason of the serious illness of his father. He became a penny-postman, with the whole of South Boston as his district, and was next employed on the *South Boston Gazette*, the *Sunday News*, and as a newsboy on State Street. The obstacles encountered at this period were enough to deter and discourage the average boy, but instead they imbued Mr. Armstrong with determination that brought success. This was at first meager, but he persisted until he rose to a commanding position in the business world. Mr. Armstrong's father died in the autumn of 1851, and the following March he became a newsboy on the Boston & Albany Railroad, continuing in this work for nine years. He was then successively employed on the road as brakeman, baggage-master, sleeping car conductor and conductor on the regular train until he was made manager of the news service of the Company. He resigned this position to become half-owner of the restaurant and newsroom in the Boston & Albany Station, and in 1871 sole owner of the business. He had previously purchased King's Baggage Express and organized the Armstrong Transfer, adding passenger coaches to the service. In 1882, with the co-operation of Edward A. Taft, he established the "Armstrong Transfer Company," becoming president, with Mr. Taft as general manager. The news business of the Fitchburg Railroad, of which Mr. Armstrong became owner in 1869, was extended over the entire Hoosac Tunnel line in 1877, and he was in addition proprietor of the news business over the Eastern Railroad, the restaurants and newsrooms in the Boston station and along the line at Portsmouth, Wolfborough Junction and Portland. He also owned the restaurants and newsrooms on the Boston & Albany line at South Framingham, Palmer, Springfield and Pittsfield.

Mr. Armstrong was a man of wonderful executive ability. He possessed unusual perspicacity, probably inherited from his Scottish forbears, and was constantly extending his system in most profitable sections. At the time of his death, which occurred June 30, 1901, his newsboys were upon every train leaving Boston, and he owned and personally controlled the dining and newsrooms on the Boston & Albany, the Boston & Maine, the Fitchburg and Old Colony systems.

Mr. Armstrong was married December 10, 1868, to Miss Louise Marston of Bridgewater, N. H., who died February 17, 1880. His second wife was Miss Flora E., daughter of Dr. Reuben Greene of Boston. He was the father of three children, Mabelle, Ethel and George Robert Armstrong. Mr. Armstrong was noted for his strict integrity. He was aggressively progressive, being deeply interested in the advancement of Boston's interests, and his death was universally regretted by a large circle of friends and business associates.

CHARLES EDWARD OSGOOD

Charles E. Osgood, president and director of the C. E. Osgood Company, 744-756 Washington Street, was born May 21, 1855, in Roxbury, Mass. He attended the Roxbury public and Latin schools, and in 1875 became associated with his father in the auction and commission business at 176 Tremont Street, and from this business gradually developed the largest credit furniture house in New England. The founder of the business retired in 1889, since which time C. E. Osgood has been in direct control. He is a member of the Harvard Congregational Church, the Masonic Fraternity, Odd Fellows, the Ancient and Honorable Artillery Co., City Club, and about twenty-five other social organizations. He is a director of the Boulevard Trust Co., the Wizard Co. of Mass., and was the first president of the Home Furnishers Association of Massachusetts. He resides in Brookline, and has a beautiful summer estate on Lake Massapoag, Sharon, Mass. The C. E. Osgood Company also maintain branches in Cambridge and East Boston.



CHARLES E. OSGOOD

JAMES PHINNEY MUNROE

James P. Munroe, president of the Munroe Felt and Paper Co., was born at Lexington, June 3, 1862, and was educated at the Massachusetts Institute of Technology, graduating in 1882. Until 1889 he was secretary to the Faculty, and since 1897 has been a life member (now also secretary) of the Corporation of the Institute. Mr. Munroe comes of illustrious Scottish ancestry, and since beginning his business life in 1889 has been actively engaged in civic work. He has written books and magazine articles and has delivered many public addresses on educational and historical themes, has aided in securing legislation for the development of education, and is a strong advocate of vocational training. He has also been active in stimulating public appreciation of the seriousness of the problems involved in feeble-mindedness and blindness, being chairman of the Massachusetts Commission for the Blind. He is a member of many social clubs, educational societies and commercial bodies, in a number of which he has served as president or other officer.



JAMES P. MUNROE



HOWE & FRENCH

A Brief History of One of the Oldest and Most Prominent Wholesale Drug and Chemical Houses in New England

One of the largest and most prominent concerns in New England doing business as importers and wholesale dealers in industrial drugs and chemicals is the house of Howe & French. The business had its beginning in 1834, and in 1842 the original firm was operating at 49 Blackstone Street, under the name of Crocker & Badger, who were succeeded in 1849 by C. H. Badger. Two years later, John C. Howe, a brother-in-law of Mr. Badger, who for several years previously had served as a clerk in the business, was admitted to partnership, the firm becoming C. H. Badger & Company. In 1859, after the death of Mr. Badger, John J. French became a partner in the business under the firm name of Howe & French, which has remained unchanged since, and at this time the business was conducted at 69 and 71 Blackstone Street. The firm was highly successful during the period of the Civil War and the years following, achieving a position of great prominence in the trade as importers of shellac and manufacturers of isinglass, earning a reputation that extended from coast to coast. In 1879 the business was removed to 107 Milk Street, where it remained for many years. On January 1, 1909, the large buildings at 99 and 101 Broad Street, corner of Franklin Street, were secured, and the offices and warerooms have since been located there.

John C. Howe, the last survivor of the old Howe & French firm, died in the fall of 1901. The business was incorporated in 1904. The president, Clarence P. Seaverns, and the treasurer, William D. Rockwood, were boys in the employ of the original Howe & French firm, Mr. Rockwood having been connected with the business since 1884, and Mr. Seaverns since 1889. Both were born in Boston, of old New England ancestry, and were educated in the public schools of the city. The vice-president of the Company, Mr. Milton S. Thompson, is a native of New York and a graduate of the School of Mines of Columbia University. Prior to his connection with Howe & French, Mr. Thompson had been identified with the drug and chemical trade and later with the celluloid manufacturing industry. These gentlemen are closely identified and affiliated with several large manufacturing enterprises in Boston and neighborhood, and with many of the banks, clubs and trade associations. Their interests are all centered in New England generally, and in Boston particularly, and individually and as a firm they are always active in any movement that will advance the city's position as an industrial and commercial centre.

The firm of Howe & French is capitalized at one hundred thousand dollars, and the annual business transacted considerably exceeds one million dollars. About fifty persons are employed, most of whom are native New Englanders. The trade territory covered includes the whole of New England, and the chief products, industrial chemicals, are sold to the various textile mills, tanneries and many other industrial plants. While the firm is essentially a local distributor, handling pharmaceutical and manufacturers' supplies, they specialize chemicals, shellac, gums, waxes and solvents of all kinds which are sold throughout the United States and Canada. Under the present management the percentage of increase in output has been large, due entirely to the personal supervision of the executive heads, who have gathered around them a trained corps of able and practical assistants. Every detail of the business is carefully looked after and prompt shipments, standard prices, high-grade goods, courteous treatment and strict business integrity have made Howe & French factors wherever drugs and chemicals are sold. The buildings occupied by the firm are large and light, and are especially adapted for the quick handling of the goods carried in stock.

FOUNDERS AND
PRESENT
OFFICERS
OF
HOWE & FRENCH



JOHN C. HOWE, FOUNDER



JOHN J. FRENCH, FOUNDER



MILTON S. THOMPSON, VICE-PRESIDENT



CLARENCE P. SEAVERNS
PRESIDENT



WILLIAM D. ROCKWOOD, TREASURER



69-71 BLACKSTONE STREET



99-101 BROAD STREET

OLD AND NEW BUILDINGS OF HOWE & FRENCH

ELIAS GALASSI

Elias Galassi, president and treasurer of the Galassi Mosaic and Tile Co., was born in Italy, July 20, 1875, and was educated in



ELIAS GALASSI

local schools of the place of his birth. He came to America in 1892 and was employed by Sharpless & Watts in Philadelphia. He afterwards became associated with the Murdock Parlor Grate Company of Boston, especially in executing the contract for the mosaic and tile work in the Public Library and State House in Boston, eventually becoming the firm's superintendent. In 1910 he began business for himself, and since that time has executed some of the most important work in New England and in other States throughout the Union. For the most prominent public and private buildings, it is worth mentioning the extension of the Massachusetts, New Hampshire and Maine State Houses; the Portland, Maine, City Hall, and City Hall Annex, Boston, Mass.; also completed, recently, work of its line in the new Armory Building, Commonwealth Avenue. They have and are doing all the prominent lunch rooms in the city, also subway stations and work of its character in the New Institute of Technology, Cambridge, Mass. The Galassi Mosaic and Tile Co. is equipped to do the largest work anywhere in the United States, and to show how far afield it goes in the execution of its work, it is worthy to mention that the company successfully executed the contracts for the Denver, Colorado, Post Office Building; the new High School, Montclair, N. J.; the Young Men's Christian Association Buildings in Springfield, Mass., Hartford, Conn., and Winsted, Conn., and the new Court House at Albany, N. Y. All this work was executed in the highest style of art, and was commended by architect, builder and general public. The works of the company are at 5 Ash Street, and the offices are located at 127 Federal Street.

Shipbuilding was one of the earliest trades practiced to any extent in New England, and the reason for this was plainly the necessity for trade which arose as soon as the hardy Pilgrims and Puritans were able to forsake the soil and spend some of their time in other pursuits.

CHARLES F. STODDER

The success of Charles F. Stodder, president of the India Alkali Works, is unquestionably due to persistent application and continuity of purpose, two traits inherited from rugged New England ancestry, who were among the settlers of Hingham in 1642.

As a young man Mr. Stodder, in 1885, became manager of the India Alkali Works, and eight years later president and general manager, still filling the dual position. He is an authority on heavy chemicals and is especially interested in "Savogran," a widely known material manufactured by the company.

Mr. Stodder is a man of striking personality and is popular with business and social associates. He is a member of several societies and has one son, Clement K. Stodder, who is a Senior at Harvard.

WARREN BROTHERS COMPANY

The Bitulithic Pavement

Warren Brothers Company, with its executive offices in Boston and with a large manufacturing plant and laboratory situated on Potter Street, East Cambridge, was organized in the year 1900 by the seven sons of the late Herbert M. Warren of Newton, Mass. (Albert C., Herbert M., Henry J., George C., Frederick J., Walter B. and Ralph L. Warren), the father being one of six brothers celebrated in their time as associated as far back as 1847 in lines of business analogous to that of Warren Brothers Company, and as inventors of the gravel roof.

One of the older generation was the first to pump oil from wells to railroad through a pipe line, the point to which he delivered the oil to the railroad being then known as "Warren Landing," now the city of Warren, Pa.

The chief business of Warren Brothers Company is the manufacture, laying and sale of the pavement known as "Bitulithic," constructed under patents issued to the late Frederick J. Warren, president of the Warren Brothers Company from its organization until his death in February, 1905.

Mr. Frederick J. Warren's early training had been in the refineries owned by his father and uncles, and these associations were the stepping-stones which led his inventive mind to the discovery of a solution of the inherent defects in the pavement with which he was familiar. He had travelled extensively and it was only natural that he should see in his invention, which combined some of the features of the tar macadam and of the sheet asphalt, a resulting pavement that would to a high degree retain the good qualities of each of these types and overcome many of the defects.

Bitulithic is defined in Webster's New International Dictionary as "designating a kind of paving, the main body of which consists of broken stone cemented together with bitumen or asphalt."

Bitulithic is distinctly different from other forms of asphalt pavement, in that the wearing surface is composed of a combination of crushed stone, varying in size from about one inch to impalpable powder, the several sizes being so proportioned that each receding size is used in the quantity required to fit the voids or air spaces between the preceding coarser particles of stone. The result of this gradation is that the "mineral aggregate" thus produced is within ten per cent. of the density of solid rock. The "mineral aggregate" is heated to a temperature of about 300 degrees F., mixed with pure asphalt (also in a heated condition) in such quantity as to coat each and every particle of stone and thoroughly fill the remaining voids. After the proportions have been determined, "the mineral aggregate" is passed through a rotary dryer, from which it is carried by an elevator and through a rotary screen which separates the material into several different sizes. The proper proportions by weight of each of these sizes is secured by the use of a "multibeam scale" and the exact required amount is weighed out into a "twin pug" rotary mixer, where it is combined with the bitulithic cement accurately weighed in proper proportions. The mixer is then dumped, while hot, into carts or trucks and is then hauled to the streets, spread and thoroughly rolled with a heavy steam roller. Upon this is spread a flush coat of special bitulithic cement, thoroughly sealing and waterproofing the surface. There is then applied a thin layer of finely-crushed stone, which is rolled into the seal coat, making it gritty and thereby affording a good foothold for horses and a surface upon which automobiles will not skid.

The advantages claimed for the Bitulithic pavement over the standard sheet asphalt pavement or any of its modifications, such as the so-called asphaltic concrete pavement, are: Greater stability and consequent durability, better foothold, greater resiliency, more thoroughly waterproof and therefore more sanitary.

REUBEN GLEASON

Reuben Gleason, sole surviving partner of R. & E. F. Gleason, undertakers, of 335 Washington Street, Dorchester, was born in



REUBEN GLEASON

Boston, August 13, 1846, and was educated in the public schools. The business of which he is now head was established in 1862, by his eldest brother, Sarell, with whom he was associated. The founder of the business died in 1879, and the firm became R. & E. F. Gleason, the latter being another brother, who died in 1903. During his career as an undertaker, Mr. Gleason has conducted funerals for many of the best known people in Dorchester and Milton, and has performed similar service in various parts of New England. His establishment is one of the largest in Greater Boston, and the equipment includes four auto hearses, two automobiles for mourners, several horse vehicles, and an apartment for chapel purposes.

Mr. Gleason is eighth in descent from Thomas Gleason, who was born in Sulgrave, Northampton Co., England, in 1607, and who settled in Watertown in 1640. Mr. Gleason is a veteran of the Civil War, having gone to the front with Co. I, 42nd Massachusetts Volunteers. He is a member of the Grand Army of the Republic.

FRANK S. WATERMAN

The undertaking establishment of J. S. Waterman & Sons, Inc., has as its president Frank S. Waterman, who, in the thirty-seven years he has been identified with the business, has worked indefatigably to make it one of the leading establishments in its line in the country. Mr. Waterman was born September 18, 1862, in a modest house at 2326 Washington Street, on the site of the present magnificent warehouses and offices, where his father, Joseph S. Waterman, established the business February 21, 1859, and lived in the dwelling above his workroom on the ground floor. Mr. Waterman was educated in the public schools and in the Bryant & Stratton Commercial College, after which he became connected with his father's business. Upon the



FRANK S. WATERMAN

death of the founder, in 1893, the business was continued under the same name by Mr. Waterman and his brother, George H., who

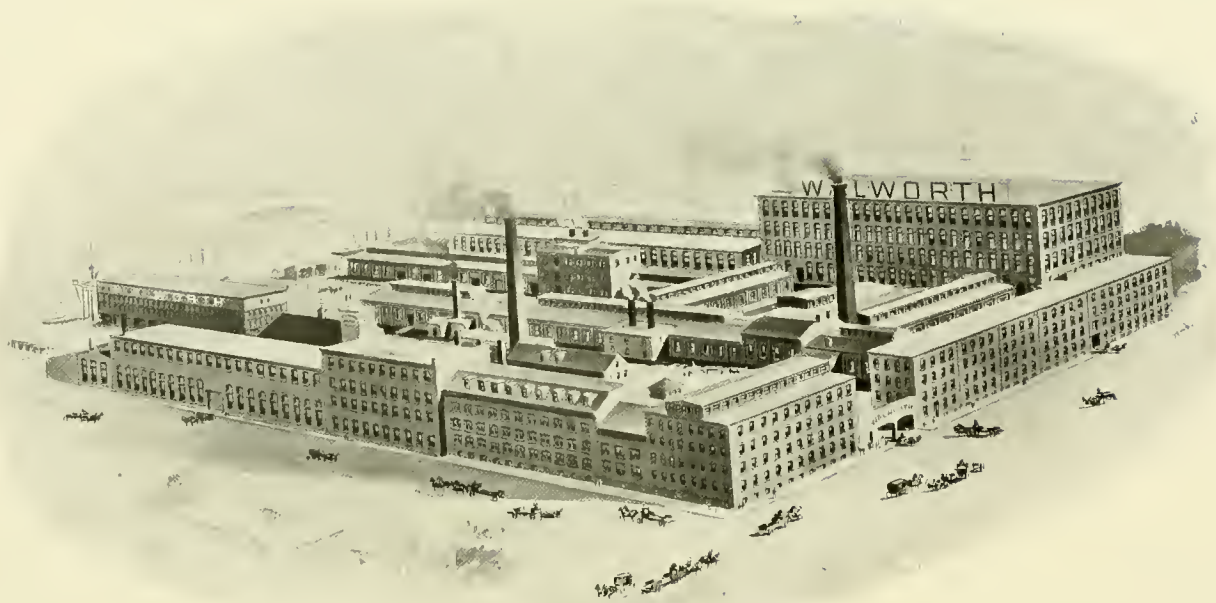
died in 1911. It has since been incorporated, with Mr. Waterman as president, and he has as associates his nephew, Joseph S. Waterman, 2nd, and his son, Frank S. Waterman, Jr. During his term as executive head of the concern, Mr. Waterman has introduced many innovations, which have resulted in the most efficient management and produced features that have been copied by many other concerns in the same line. The system, as introduced by Mr. Waterman, gives careful attention to the well-being and advancement of the employees, and this has produced individual and collective efficiency of a high order. Mr. Waterman attended the Cincinnati School of Embalming in 1882, and he holds the first diploma ever issued to an embalmer. He has served in the Massachusetts Volunteer Militia, is a member of the Masonic Fraternity, Odd Fellows, Knights of Pythias, Mystic Shrine, Ancient and Honorable Artillery Company, Boston Chamber of Commerce, Boston City Club, Massachusetts Funeral Directors' Association and many other organizations. The firm has had charge of the funeral of some of the most noted persons in recent years, and its establishment on Washington Street includes an elaborately fitted-up chapel for mortuary purposes.

Boston must long be memorable among the great cities of the world as the place of the historic Tea Party. The earliest importers of tea came to this port, and Boston, notwithstanding the extension of the business through the growth of the country, still retains her prominence in the tea trade, and this city is one of the largest distributing centres for tea.

The Boston hospitals and homes for the aged and infirm are unsurpassed in management and equipment by any city in America.



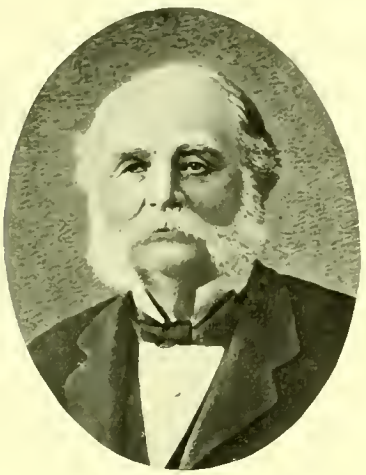
CORNHILL, A FAMOUS BOSTON THOROUGHFARE. HOME OF THE OLD BOOK STORE CULTIVATED BY THE "BOSTON LITERATI" OF THE DAY. LOOKING EAST FROM COURT STREET



VIEW OF WALWORTH MANUFACTURING CO.'S WORKS

BOSTON, U.S.A.

WALWORTH MANUFACTURING COMPANY



C. C. WALWORTH
DECEASED

The Walworth Manufacturing Company, one of the largest industrial concerns in New England, was established in New York in 1842 by Messrs. J. J. Walworth and Joseph Nason under the firm name of "Walworth & Nason." A year later a Boston plant was established by Mr. J. J. Walworth under the name of "J. J. Walworth & Company." In 1872 the business was incorporated under its present title (Walworth Manufacturing Company) with Mr. J. J. Walworth as president, Marshall S. Scudder as treasurer and C. C. Walworth as manager of the mechanical department. In the following year Mr. C. C. Walworth was elected vice-president and Mr. E. C. Hammer succeeded Mr. Scudder in 1875 as treasurer, who in turn was succeeded by Mr. George H. Graves in 1886. From 1880 to 1908, Mr. George B. Little served as vice-president and was succeeded by Mr. Charles C. Hoyt, who had been for some time a director of the company. Mr. Theodore W. Little was elected vice-president in 1913. Mr. J. J. Walworth retired as president in 1891 and was followed by Mr. C. C. Walworth until his death in 1894, at which time Mr. Wallace L. Pierce was elected president, and held the office until 1913. Mr. Howard Coonley, a successful Chicago manufacturer, was at this time offered and accepted the office of president. The plant, originally located in Cambridgeport, was moved in 1882 to City Point, South Boston, where it now occupies thirteen acres of land, bordering on the reserve channel, and served with an industrial railway connecting with the N. Y., N. H. & H. Railroad. There is now in the various buildings including the gray iron and malleable foundries and drop forge shop, about 525,000 sq. ft. of floor space, and in busy times about 1,300 men are employed. The success of the business was largely due to the ingenuity and ability of Mr. C. C. Walworth, who was a pioneer in his line and the first to develop a range of sizes and weights for valves and fittings. He invented and built the first machine for doing multiple work; was the first one to develop a satisfactory radiator for steam heating purposes and was a power in the development of tools for the steam fitting trade. The company's products consist of cast iron, malleable iron, brass and steel valves and fittings for all purposes; Walworth die plates, pipe cutters, Stillson wrenches, taps and reamers, etc. The company also are large fabricators of pipe and pipe bends, and cater particularly to high-pressure power plants. The executive offices are located at the works at First and O Streets, City Point, with branch stores at 142 High Street, Boston; 19-21 Cliff Street, New York City, and 220-222 North Desplaines Street, Chicago, Ill. Foreign branches are located in London, Paris, Bremen, Brussels and Johannesburg, with sales offices at Los Angeles, Cal.; Dallas, Texas; Buenos Aires, Argentine, Sydney, Australia, and Havana, Cuba.

CHAPTER XIX

THE BAR OF BOSTON

SOME OF THE LEADERS OF THE LEGAL PROFESSION OF THE PAST WHOSE BRILLIANCE AND LEARNING IN THE LAW HAVE MADE THE CITY KNOWN IN THE COURTS OF STATE AND NATION—OLD-TIME AND MODERN CUSTOMS

THE first practicing attorneys in Boston had a hard time of it. They were Thomas Lechford and Herbert Pelham, both London-bred to the law. Both after a few years returned to England, disgusted, and Lechford wrote a book on his melancholy experiences.

Lechford, of Clement's Inn, came to Boston in 1637. He found attorneys discountenanced here, though not actually forbidden. A prisoner or suitor might plead his own cause, or a friend might appear in his behalf, but not for a fee. Lechford, for going to a jury and pleading with them out of court, was "debarred from pleading any man's cause hereafter unless his own, and admonished not to presume to meddle beyond what he shall be called to by the Court." Thereafter the unhappy lawyer endeavored to maintain himself as a scrivener, and he obtained some employment from the magistrates. But it profited him little. "I am forced," he writes, "to get my living by writing petty things which scarce finds me in bread; and therefore sometimes I look to planting of corn, but have not yet an house of my own to put my head in, or any stock going."

It was not until 1701, in Province times, that attorneys were recognized as officers of the Court. They were required to take this oath before practicing:

"You shall do no falsehood, or consent to any to be done in the Court, and if you know of any to be done you shall give knowledge thereof to the justices of the Court, or some of them, that it may be reformed. You shall not wittingly or willingly promote, sue, or procure to be sued, any false or unlawful suit nor give any aid or consent to the same. You shall delay no man for lucre or malice, but you shall use yourself in the office of an attorney within the Court to the best of your learning and discretion, and with all good fidelity as well to the Courts as to your clients."

The same act in which this form of oath was prescribed fixed the fee to be allowed an attorney. In the Superior Court of Judicature it was to be twelve shillings; in the Superior Court of Common Pleas, ten shillings. By an act of 1708 parties were prohibited from employing more than two attorneys, and no attorney was to refuse his services provided he were tendered the legal fee.

Benjamin Lynde was the first Massachusetts-born lawyer to be regularly educated to the profession, and it has been asserted that he was the first trained lawyer on the bench. Though born in Salem, and making that town his residence through the larger part of his life, his legal service was connected almost wholly with Boston. He was graduated from Harvard College in 1686, and in 1692 went to London, where he became a student at law in the Middle Temple. In 1697 he was called to the bar. The same year he returned to Massachusetts with a commission as advocate general of the Court of Admiralty of Massachusetts, Connecticut, and Rhode Island; and established

himself in Boston. In 1699 he married a Salem lady and removed his residence again to Salem. He was appointed a judge of the Superior Court of Judicature in 1712, and in 1729 was made chief justice. He retired from the bench in 1745, and died in 1749. His son, Benjamin Lynde, Jr., born in Salem in 1700, graduated from Harvard in 1718, and educated to the law under his father's direction, and an uncle's—Colonel S. Brown—also became a judge, and succeeded his father on the Superior bench. He was first appointed, in 1739, a justice of the Inferior Court of Common Pleas for Essex County. Then, in the year of the elder Lynde's resignation from the Superior bench, 1745, he was made a justice of that court, and in 1769 was elevated to the chief justiceship. He resigned in 1771, and was subsequently appointed judge of probate for Essex County, which berth he held till his death, in 1781. The Lyndes, when living in Boston,—Simon, land speculator, father of Benjamin, senior, and the two Benjamins, father and son, resided at the old West End, on the lane which became Lynde Street, named for the family.

Jeremiah Gridley, who flourished in the law between 1742 and 1767, has been called the "Father of the Boston Bar." Born in Boston in 1705, graduated from Harvard, 1725, Gridley first studied divinity and taught a Boston school. Then he became an editor, founding the *Weekly Rehearsal* in 1731, more purely literary than any of its contemporaries, which ran for a year. Afterward, when he had begun the practice of law, he edited for a while the *American Magazine and Historical Chronicle* started up in 1743. During almost all of his career at the bar he occupied the position of attorney general. In 1761 he acted as king's attorney in defending the Writs of Assistance, with his former pupil, James Otis, against him. As a lawyer he is described as "of a daring and fearless spirit." Possessed of extensive and accurate learning he became one of the most eminent lawyers of the Province. His office was a favorite place with students of talent and ambition. Among his pupils, besides Otis, who became distinguished in the profession, were Oxenbridge Thacher, William Cushing, Benjamin Prat, afterward chief justice of New York, John Adams. He urged upon them above all else the thorough study of the law. "Pursue the study of the law rather than the gain of it," he counselled John Adams; "Pursue the study of the law rather than of the briers, but give your main attention to the study of it."

Before Gridley, and as eminent, was John Read, his predecessor in the attorney generalship. James Otis characterized Read as the "greatest common lawyer the country ever saw." Knapp, in his "Biographical Sketches of Eminent Lawyers," spoke of him as "the pride of the bar, the light of the law, and chief among the wise, the witty, and the eloquent." He was a Harvard graduate, 1697, and, like Gridley, first studied divinity. He took up the study of law after preaching some time acceptably, and was admitted to the bar about 1720. He was chosen attorney-general three years after, and served in that station till 1735. He was a member of the General Court for several years from 1738, and was the first lawyer chosen to that body. He was one of the counsel for the Province in its contest with Rhode Island over the boundary line. He died in 1749. Davis, in the Suffolk County History, ranks him as "probably the ablest lawyer in Massachusetts before the Revolution."

So late as 1768 there were but eleven barristers in Boston, or Suffolk County, and the whole number in the Province was only twenty-five. The eleven Suffolk barristers, as enumerated by Davis, were: Richard Dana, Benjamin Kent, James Otis, Jr., Samuel Fitch, William Read, Samuel Swift, Benjamin Gridley, Samuel Quincy, Robert Auchmuty, and Arthur Cazeneau, of Boston, and Jonathan Adams of Braintree. After 1768 thirty more were called in Massachusetts, of whom five were of Boston: Sampson S. Blowers, Benjamin Hitchborn, William Tudor, Perez Morton, and William Wetmore. No barristers were called after 1789.

The title of barrister appears to have been first used in the Province courts by Thomas Newton, who came to Boston from England, in 1688, then a young man, and began practice here; in 1691 he was the prosecuting officer in the "witchcraft" trials in Salem. Thereafter the title was used occasionally by the elder members of the bar for nearly three-quarters of a century. Then, in 1761, the Superior Court determined that three years' probation in a lower court was necessary to become a barrister. In 1766 this term was extended. In 1782 the Supreme Court was authorized to confer the degree of barrister-at-law. This, however, was done only for a short time. None was conferred after 1784. The term barrister was abolished in 1806 and that of counsellor was recognized for the first time by the Supreme Judicial Court. In 1836 the distinction between counsellor and attorney was abolished.

No specific requirements for admission to the bar, beyond the oath prescribed in the law of 1701, seem to have been established by the Court, no definite term of study required as a qualification, till 1781, when this entry appears on the records of the Superior Court of Judicature:

"Whereas, learning and literary accomplishments are necessary as well to promote the happiness as to preserve the freedom of the people, and the learning of the law when duly encouraged and rightly directed being as well peculiarly subservient to the great and good purpose aforesaid, as promotive of public and private justice; and the Court being at all times ready to bestow peculiar marks of approbation upon the gentlemen of the bar who, by a close application to the study of the science they profess, by a mode of conduct which gives a conviction of the rectitude of their minds, and a fairness of practice that does honor to the profession of the law, shall distinguish themselves as men of science, honor, and integrity: Do order that no gentleman shall be called to the degree of Barrister until he shall merit the same by his conspicuous bearing, ability, and honesty; and that the Court will, of their own mere motion, call to the Bar such persons as shall render themselves worthy as aforesaid; and that the manner of calling to the Bar shall be as follows: The gentleman who shall be a candidate shall stand within the Bar, the Chief Justice, or in his absence the senior Justice, shall, in the name of the Court, repeat to him the qualifications necessary for a Barrister-at-law; shall let him know that it is a conviction in the mind of the Court of his being possessed of these qualifications that induces them to confer the honor upon him; and shall solemnly charge him so to conduct himself as to be of singular service to his country by exerting his abilities for the defence of her constitutional freedom; and so to demean himself as to do honour to the Court and Bar."

The next year, 1782, the act establishing the Supreme Judicial Court gave this Court authority to regulate the admission of attorneys as well as the creation of barristers-at-law.

Long before the establishment of the rule by the Superior Court in 1781, however, the student who could be competent for admission to this bar, and to take a leading position in the profession, was, or felt, obliged to follow a pretty elaborate course of reading. John Adams, in his Diary, relates with picturesque detail his interview with Gridley when he came to town to prepare for admission to the Suffolk bar, and the tasks which the "Father of the Boston Bar" set for him:

"24. [October] Tuesday [1758]. Rode to Boston; arrived at about half after ten; went into the Court House and sat down by Mr. Paine at the lawyer's table. I felt shy, under awe and concern; for Mr. Gridley, Mr. Prat, Mr. Otis, Mr. Kent and Mr. Thacher were all present and looked sour. I had no acquaintance with anybody but Paine and Quincy, and they took but little notice. However, I attended court steadily all day, and at night went to consort with Samuel Quincy and Dr. Gardiner. There I saw the most spacious and elegant room, the gayest company of gentlemen, and the finest row of ladies that ever I saw. [Adams at this time was twenty-three]; but the weather was dull, and I so disordered, that I could not make one half the observations that I wanted to make.

"25. Wednesday. Went in the morning to Mr. Gridley and asked the favor of his advice what steps to take for an introduction to the practice of law in this county. He answered, 'Get sworn.' *Ego.* 'But in order to do that, sir, as I have no patron in this county'—G. 'I will recommend you to the Court; mark the day the Court adjourns to in order to make up judgments; come to town that day, and in the mean time I will speak to the bar; for the bar must be consulted, because the Court always inquires if it be with the consent of the bar.'

"Then Mr. Gridley inquired what method of study I had pursued; what Latin books I read, what Greek, what French? What I had read upon rhetoric? Then he took his commonplace book and gave me Lord Hale's advice to a student of the common law; and when I had read that, he gave me Lord C. J. Reeve's advice to his nephew in the study of the common law. Then he gave me a letter from Dr. Dickins, Professor of Law at the University of Cambridge, to him, pointing out a method of studying the civil law; then he turned to a letter he wrote to Judge Lightfoot, Judge of the Admiralty in Rhode Island, directing to a method of studying the admiralty law. Then Mr. Gridley



PEMBERTON SQUARE, LOOKING NORTH, THE COURT HOUSE ON THE LEFT
AND OFFICE BUILDINGS ON THE RIGHT, LARGELY TENANTED
BY LAWYERS AND COURT OFFICES

run a comparison between the business and studies of a lawyer, a gentleman of the bar in England, and those of one here: A lawyer in this country must study common law, and civil law, and natural law, and admiralty law; and must do the duty of a counsellor, a lawyer, an attorney, a solicitor, and even of a scrivener; so that the difficulties of the profession are much greater than in England. 'The difficulties that attend the study may discourage some, but they never discouraged me.' (Here is conscious superiority.) 'I have a few pieces of advice to give you, Mr. Adams. One is, to pursue the study of the law rather than the gain of it; pursue the gain of it enough to keep out of the briers, but give your main attention to the study of it. The next is, not to marry early; for an early marriage will obstruct your improvement; and, in the next place, it will involve you in expense. Another thing is, not to keep much company, for the application of a man who aims to be a lawyer must be incessant; his attention to his books must be constant, which is inconsistent with keeping much company. In the study of law, the common law be sure deserves your first and last attention; and he has conquered all the difficulties of this law who is master of the Institute. You must conquer the Institute. The road of science is much easier now than it was when I set out; I began with Coke-Littleton, and broke through.' I asked his advice about studying Greek. He answered, 'It is a matter of mere curiosity.'

"After this long and familiar conversation we went to Court, attended all day, and in the evening I went to ask Mr. Thacher's [Oxenbridge Thacher] concurrence with the bar; drank tea and spent the whole evening — upon original sin, origin of evil, the plan of the universe, and at last upon law."

Adams describes the ceremony of his induction as an attorney by the Superior Court, in 1761:

"14. [October, 1761] Saturday. Brother Quincy [Samuel Quincy] and I were sworn before the Superior Court. It is now more than five years since I began the study of the law; and it is about three years since I was sworn at the Inferior Court. [1758] . . . Mr. Gridley rose up and bowed to his right hand and said, 'Mr. Quincy,' when Mr. Quincy rose up; then he bowed to me, 'Mr. Adams,' when I walked out."

Then Mr. Gridley made a speech commending the accomplishments and character of the two young candidates; Benjamin Prat followed with a few words of similar nature; then the oath was administered; then the two shook hands with the members of the bar present, "received their congratulations, and invited them over to Stone's to drink some punch, where the most of us resorted and had a very cheerful chat."

When, in 1806, counsellors were for the first time recognized, these rules were adopted by the Supreme Judicial Court for admission to practice:

"(1) No attorney shall do the business of a counsellor unless he shall have been made or admitted as such by the Court. (2) All attorneys of the Court who have been admitted three years before the sitting of the Court shall be, and are hereby made, counsellors, and are entitled to all the rights and privileges of such. (3) No attorney or counsellor shall hereafter be admitted without a previous examination. (4) The Court will from time to time appoint from the barristers and counsellors a competent number of examiners, any two or more of whom shall examine all candidates for admission to practice as counsellors or attorneys, at their expense; and whenever a candidate shall upon examination be by them deemed duly qualified, they shall give a certificate in the form following. . . . (5) If after an examination the examiners shall refuse such a certificate as aforesaid, they shall be required to give a certificate of their refusal, and the candidate may appeal from the decision of the examiners to a justice of the Court, who will thereupon examine him and either confirm or reverse the decision of the examiners; and in case of a reversal, the candidate may apply to the Court for admission. . . . (8) The following described persons shall be candidates for examination and admission to the bar as attorneys, that is to say — firstly, all who have been heretofore admitted as attorneys in any Court of Common Pleas in the Commonwealth, and who at the time they shall apply for examination shall be in regular practice therein; and second, all such as have, besides a good school education, devoted seven years at the least to literary acquisition, and three years thereof at the least in the office and under the instruction of a barrister or counsellor practicing in the Court."

The next year, 1807, these rules were amended by the provision that "all gentlemen proposed by the bar for admission as attorneys of the Court before the establishment of the rules regulating the admission of attorneys published in March, 1806, may be admitted as attorneys of the Commonwealth in the same manner as they might have been before the establishment of said rules." In 1810 the Court repealed the rules of 1806 and substituted a new set. The principal features in this set related to candidates having a liberal education and regular degree at some college. Such were to have studied in the office and under the instruction of some counsellor of the Commonwealth for three years; after that, he was to have been admitted an attorney of the Court of Common Pleas for the county in which the counsellor with whom he had



CHARLES RIVER ESPLANADE AND BOSTON'S BACK BAY DISTRICT

studied dwelt,—having first been recommended by the bar of that county to the Court of Common Pleas as of "good moral character, and as suitably qualified for such admission"; and after that, was to have practiced "with fidelity and ability" in some Court of Common Pleas within the State for two years; and then should be recommended by the bar for admission as an attorney of the Supreme Court. Also, provision was made for the admission of college-bred students studying in the offices and under the instruction of attorneys of the highest Court in other States. In 1836 provision was made by law for examination for admission to the bar of "any citizen of the Commonwealth, or any alien who had expressed his intention pursuant to law to become a citizen, of twenty-one years of age, of good moral character," and such citizen "might become an attorney after three years' study, and on the recommendation of an attorney."

When the first Bar Association was formed is not known. It appears to have been dissolved some time between the dates of 1761 and 1767. In January, 1770, the second Bar Association was organized, at a meeting of leading barristers and attorneys at the Bunch of Grapes tavern. The rules of this Association regulated admission to the bar. One of the rules was that no member should receive a student in his office without the consent of the bar. It was further voted, "That in all cases when a gentleman shall be proposed as a student who has not had a college education he shall always undergo an examination by a committee appointed by the bar previous to his admission as a student." And further, "That all students of colleges out of the State be not admitted to the bar until they shall have studied one year longer than those educated at Harvard University." While the entries in the "Record Book" of this Association, now preserved in the Massachusetts Historical Society's library, end with the year 1805, it is Mr. Davis's opinion (Suffolk County History) that the organization continued till 1836, when the amendments in the Revised Statutes seemed to render its existence no longer necessary. After its dissolution no other Bar Association was formed in Suffolk County till 1875, when the present "Bar Association of the City of Boston" was instituted. This was organized on the tenth of June, 1876, with the following officers, all representative members of the local bar: Sidney Bartlett, president; Henry W. Paine, William Gaston, William G. Russell, vice-presidents; Richard Olney, treasurer; Albert E. Pillsbury, secretary; Ebenezer Rockwood Hoar, Horace C. Hutchins, Gustavus A. Somerby, Robert M. Morse, Jr., Henry M. Rogers, executive committee; Richard H. Dana, Jr., Charles R. Train, Seth J. Thomas, George O. Shattuck, Walbridge A. Field, Robert D. Smith, Thomas L. Livermore, J. Lewis Stackpole, Samuel A. B. Abbott, Moses Williams, Jr., judicial committee. The objects of the Association, as officially defined, are "to promote social intercourse among the members of the bar, to insure conformity to a high standard of professional duty, and to make the practice of law efficient in the administration of justice." In the pursuit of these objects the Association regards it its duty upon occasion to procure the expulsion from the bar of lawyers guilty of professional misconduct, and in all proper ways to sustain the pure and able administration of law. The presidents after Sidney Bartlett have been: Judge Benjamin F. Thomas, E. Rockwood Hoar, William Gaston, William G. Russell, Causten Browne, Judge John Lowell.

Among the large names at the Boston, or Suffolk, bar at periods in the first half of the nineteenth century were: Francis Dana, the first Judge John Lowell, Harrison Gray Otis, Theophilus Parsons, Samuel Sewall, Benjamin Austin, Samuel Dexter, Christopher Gore, James Sullivan, Daniel Webster, Jeremiah Mason, the Curtises,—George Ticknor and Benjamin Robbins,—Lemuel Shaw, Peleg Sprague, Henry F. Durant, Rufus Choate.

Webster's office was in a building on the lower corner of Court and Tremont Streets.

He first entered the law office of Christopher Gore, then in Scollay's Building. He had come to Boston a young man fresh from the country. Gore moved his admission to the bar in 1805, in the Court of Common Pleas, and, according to the old custom, made a brief speech in commendation of his pupil. "It is a well-known tradition," says George Ticknor Curtis in the Life of Webster, "that on this occasion Mr. Gore predicted the future eminence of his young friend. What he said has not been preserved, but that he said what Mr. Webster never forgot, that it was distinctly a prediction, and that it excited in him a resolve that it should not go unfulfilled, we have upon his own authority, although he appears to have been unwilling to repeat the words of Mr. Gore's address." Mr. Webster then returned to New Hampshire, and soon became a leader of the bar there. But in a few years he was back in Boston, and became permanently a citizen of Boston in 1816. Although he practiced somewhat in the State, his chief business was in the United States Supreme Court. Before that tribunal all his greatest efforts were made.



ANOTHER VIEW OF THE SUFFOLK COUNTY COURT HOUSE, PEMBERTON SQUARE
AT THE EXTREME LEFT AT THE END OF THE STREET APPEARS
THE ELKS CLUB

Theophilus Parsons came to Boston from Newburyport in 1806 with a high reputation. John T. Morse (Memorial History of Boston) describes him as a master of prize and admiralty law. He never used a brief, says Morse, trusting with perfect confidence to a memory of extraordinary te-

nacity. Chief Justice Isaac Parker (1814-1830) thus pictured him in argument: "He put one foot on his chair, and, with an elbow on his knee, leaned over and began to talk about the case as a man might talk to a neighbor at his fireside." He achieved brilliant successes. He followed Francis Dana in the chief justiceship of the Supreme Court, upon Dana's retirement in 1806, and served from 1806 till his death in 1813.

Jeremiah Mason came to Boston from New Hampshire in 1832, then over sixty years of age, having reigned almost supreme at the New Hampshire bar. Long before his removal to Boston he had served with distinction, a Federalist, in the United States Senate. Here in Boston he shared with Webster the leadership of the bar. He retired from general practice in 1840, but continued the business of a consulting lawyer in his office till his death in 1848. He was massive in mind and body. This story illustrative of his physical presence is told. Once when riding through the upper and then narrow part of Water Street in the chaise in which he always rode, and crouching down as was his habit so that his real height was not disclosed, he met a team coming up. It was of course necessary that either Mr. Mason or the driver of the team should back out of the way. Mr. Mason ordered the driver to back in a somewhat peremptory manner, which the driver resented, returning the compliment by telling the old man to back himself. After some words of a not very friendly character, Mr. Mason, getting a little angry, began to straighten up, much to the dismay of the driver, who at last exclaimed, "For God's sake, mister, don't uncoil any more, I'll get out of the way!"

Of the brothers Curtis, Benjamin Robbins, the elder, born in Watertown, 1809, graduated from Harvard, 1829, and trained for his profession in the Harvard Law School and in lawyers' offices, was admitted first to the Franklin County bar, and began practice in Connecticut Valley towns—Greenfield and Northfield. Returning to Boston in 1834, he was then admitted to the Suffolk bar, soon to be classed with its leading practitioners. He became Judge Curtis in 1851 with his appointment to the United States Supreme bench. He served on the bench till 1857, when he resigned. A decade later he was conspicuous as one of the counsel of Andrew Johnson in the impeachment trial of 1868. He received the honorary degree of LL.D., from Harvard (1852) and from Brown (1857). His son, Benjamin Robbins, Jr., born in Boston in 1855, duly graduated from Harvard, 1875, then from the Harvard Law School, and finishing off with study in a Boston lawyer's office—Albert Mason's, afterward Judge Mason, chief justice of the Superior Court, —and admitted to the bar first in Plymouth County, 1878, was a worthy successor of his father, though on a much lighter scale. He was a lecturer in the Boston University Law School for a few years from 1881; and in 1886 he became Judge Curtis, of a lower court, the Municipal of Boston. He died prematurely in 1891, when he was preparing for larger service as a general practitioner. I knew him well and respected him. He was a sober-minded man, taking life seriously and in a most gentlemanly way. He was concerned in various wholesome local and political reforms. George Ticknor Curtis, born in Watertown, 1812, Harvard graduate 1832, admitted to the Suffolk bar, 1836, practiced many years in Boston, and in a wider field than his brother, Benjamin Robbins. At length he moved to New York and there extended his reputation. He published numerous books, but is best known from his "Life of Daniel Webster."

Lemuel Shaw, who became Chief Justice Shaw of the Supreme Judicial Court, and served with high distinction for thirty years—from 1830 to 1860—native of Barnstable, born in 1781, graduating from Harvard 1800, after leaving college an usher in a Boston public school, and a "newspaper man," as assistant editor of the *Boston Gazette*, a student in a Boston law office and finishing his studies in New Hampshire, was first admitted to the bar in that State, in 1804. Later the same

year, however, he returned to Massachusetts and was admitted to the bar of this State, at Plymouth. Soon establishing himself in Boston he became conspicuously identified with the Suffolk bar. He wrote the act incorporating the City of Boston, with the exception of two sections, the one with respect to theatres and public exhibitions, the other establishing the Police Court. He was appointed to the Supreme bench in August, 1830, and resigned in August,



PEMBERTON SQUARE, 1865

1860, in his eightieth year. He died in Boston, March 31, 1861, at his home on Mt. Vernon Street, Beacon Hill. He received the LL.D. degree from Harvard in 1831, and in 1850 from Brown.

Peleg Sprague, born in Duxbury 1793, graduating from Harvard 1812, studying law in Litchfield, Connecticut, and afterward in Worcester and Boston offices, was admitted to the Massachusetts bar in 1815. He moved to Maine, then the District of Maine, a part of Massachusetts, and settling in Augusta, began practice there. Shortly removing to Hallowell he became identified with the affairs of that town. After the State of Maine was organized in 1820, he became a member of its Legislature. Five years later he was chosen to Congress, and in 1829 was made senator. In 1835 he came back to Boston and was admitted to the Suffolk bar. After six years of general practice he was appointed judge of the United States District Court, to the seat made vacant by the resignation of John Davis, who had occupied it for forty years. Judge Sprague held the place for nearly a quarter of a century, when an affection of the eyes, from which he had long suffered, rendered his resignation necessary. He resigned in 1865. Although partially blind, he continued in chamber practice for some years longer. He died at his home in Chestnut Street, Beacon Hill, in 1880, at the age of eighty-seven.

Henry Fowle Durant was among the eminent jury lawyers of the Suffolk bar of his day. His birth name was Henry Wells Smith, son of a lawyer, William Smith, and was born in Hanover, New Hampshire, in 1822. His father, however, moved to Lowell, Massachusetts, when Henry was an infant, and that city was his home till after his career as a lawyer had begun. He was graduated from Harvard in 1841, studied law with his father and with Benjamin F. Butler, and was admitted to the Middlesex bar in 1843. He removed to Boston in 1847, and his brilliant record was achieved at the Suffolk bar. His name was changed when he was practicing here, by act of the Legislature in 1851. The foundation of a fortune was laid in his practice, and this fortune was increased through business association and ownership of an iron mine. In 1863 upon the death of a beloved son, he abandoned law and devoted himself to service in the Orthodox Church. In 1865 he emerged from retirement to defend the cause of Edward Everett against the City of Charlestown, which, in establishing the Mystic Water Works, had overflowed the most of Mr. Everett's country seat on the pond's brink in Winchester; and he displayed in this case all his old arts. With his fortune he founded Wellesley College, first opened in 1875. He died in Wellesley in 1881.

Rufus Choate was the most picturesque, fascinating, amazing figure at the Suffolk bar during the years of his practice in Boston, which were the latter years of his life. He had established his reputation as a fore-

most advocate in Essex County, his birthplace, where he began practice, first in Danvers, but soon after in Salem. It has been said that while practicing at the Essex bar no client of his was ever convicted in criminal proceedings. These clients were of all classes, and charged with every variety of crime. People began to say, says John T. Morse, that he was the scourge of society; that behind his ægis crime could flourish uncontrolled. Mr. Morse recalls the amusing story first told, I think, in Judge Parker's "Reminiscences of Choate," as illustrative of the faith of criminals in him. He was cross-examining a government witness, a seaman who was testifying against his comrades charged with stealing money. The sailor had said that Choate's client had instigated the theft. "What did he say?" asked Mr. Choate; "tell me how and what he spoke to you." "Oh," replied the sailor, "he told us there was a man in Boston named Choate who could get us off even if we were caught with the money in our boots." The courtroom echoed with the roar of laughter. Mr. Choate showed no sign either of amusement or displeasure, but continued with even tranquillity as if nothing peculiar had happened. He was called the magician of the bar. His eloquent flights, his imagery, pathos and humor were marvellous. His demeanor and bearing in the courtroom Judge Parker thus pictures:

"It was a model of gentlemanly deference. He took his seat in the most modest, unassuming way. Indeed, he never did any thing which had the appearance, to use the vulgar phrase, of 'making a spread.' If, as sometimes happened, the opposite counsel was a young man, the manner of the youth would indicate that he was the greater man of the two. Even when the evidence was in and Mr. Choate came into Court, on the morning of the argument, pressing his way through the thronged bar and the crowded aisles, he came with no bold warranty of supremacy and success in his manner. He would slide deferentially into his chair, sling off several of his innumerable coats, pile up his papers before him, rub his hands through his tangled hair, push his little table slightly away, rise and say something to the Judge which seemed the beginning of a low conversation, but which you afterward discovered was a 'May it please your Honor,' then turn to the jury with a trite remark or two — the intent crowd would settle a little — and then in a few sentences more, ere anybody was aware of it, he would be sailing up into the heaven of pathetic adjuration, and bearing you along with him, like a stately balloon swinging steadily upwards, far away in the air."

The manner of his appeal to the jury, which began long before his final argument, indeed when he first took his seat before them and looked into their eyes, Judge Parker vividly describes:

"He generally contrived to get his position as near to them as was convenient, if possible having his table close to the bar, in front of their seats, and separated from them only by a narrow space for passage. Then he looked over them and began to study them. Long before the evidence was in, either by observation or enquiry, he had learned the quality of every one of them. . . . I saw him once in an argument walk straight up to a juryman and say, 'Sir, I address myself to you. I will convince you now, if you will give me your attention'; and then he proceeded to launch upon him a fiery storm of logical thunderbolts to conquer or paralyze what he saw was his deadly hostility."

His sudden bursts of humor and wit helped him in every stage of the cause, says Judge Parker. Often they would "kindle up such a sympathetic conflagration of glee all over the courtroom that the dry case seemed to take a new start from that moment, and the lawyers looked up as if they had taken a sudden draft of fresh air." His humor was novel in its odd, eccentric association of very opposite ideas. The following anecdotes, two of many examples of his scintillating wit, perhaps best illustrate this distinctive quality. On one occasion, in seeking to keep out the evidence of a certain witness, he exclaimed, "This witness's statement is no more like the truth than a pebble is like a star!" The queerness of the comparison provoked a smile, but on he went,—"or a witch's broomstick like a banner stick." This climax produced great shouting. The other story: In a railroad case, where a carriage had been run over at a crossing, he was showing that the company could not have had any lookout. "They say," he cried, "the engine driver was the lookout. The engine driver the lookout! Why, what was he doing at this moment of transcendent interest? [The moment of passing the crossroad.] What was the lookout doing? Oiling his pumps, they say—*oiling his pumps,* gentlemen of

the jury! a thing he had no more business to be doing than he had *to be writing an epic poem of twenty-four lines!*" The courtroom roared. The effect was decisive; the case was his.

Choate was highly cultivated in literature as in law. He was one of the most learned men at the Suffolk bar. As John T. Morse says, he was a scholar steeped in the literature of ancient and modern days. He was



VIEW OF BOSTON FROM CUSTOM HOUSE TOWER, SHOWING BACK BAY, CHARLES RIVER WITH ITS BRIDGES, AND THE GOLDEN DOME OF THE CAPITOL

a precocious child. When he was a little fellow of about six it has been said that he could repeat from memory a large part of "Pilgrim's Progress." Before he was ten, we are told, he had exhausted the resources of the library in his native town—the little town of Essex, where he was born in 1799. At ten he began the study of Latin with the local minister. He was fitted for college at Hampton Academy, and entered Dartmouth at sixteen. After his graduation in 1819 he was a tutor in the college for a year. Then he came down to Cambridge and attended lectures at the Law School for a short time. In 1821 he went to Washington and studied in the office of William Wirt, then United States attorney-general. Returning to Massachusetts the next year, he finished his legal studies in Ipswich and Salem; and in 1823 he was admitted to the Essex bar. He died at Halifax, July thirteenth, 1859, when on his return voyage from Europe, whither he had gone in the hope of recovering his health, which had become shattered. Mr. Choate received the LL.D. from Yale in 1844, from Dartmouth and Harvard in 1845, and from Amherst in 1848. The bronze portrait-statue of Choate in the great hall of the Court House, by D. C. French, is an excellent likeness.

In Chapter Two I named a number of the leading lawyers of the Boston of fifty years ago. Several of these were further to distinguish the Suffolk bar in the second half of the nineteenth century. To this list should be added such names as Horace Gray, Elias Merwin, Charles Levi Woodbury, the brothers Crocker—Uriel and George G.—Frederick O. Prince, John E. Hudson, Robert R. Bishop. Judge Gray made his reputation first as the reporter of the decisions of the Supreme Judicial Court, to which position he was appointed in 1854; his sixteen volumes of Reports cover the period from 1854 to 1860. He first became a judge with his appointment in 1864,—a justice of the Supreme Court whose reports he had taken; he became chief justice in 1873. His appointment as an associate justice of the United States Supreme Court came ten years later, or in 1882. Judge Gray's house here in Boston was in that favored quarter of Mt. Vernon Street, on the brow of Beacon Hill, where the row of broad-breasted houses, sumptuous in proportions, is set back from and above the public sidewalk with aristocratic reserve. Elias Merwin, associated with Benjamin R. Curtis till the latter's apointment to the United States Supreme bench, became one of the foremost of patent lawyers. He was sometime professor of equity in the Boston University Law School. Hudson and Bishop were of the group of students, all of whom in succession were to come to rank with the leaders at the bar, who finished off their legal studies in the office of the eminent Peleg W. Chandler, *viz.*, Oliver Wendell Holmes, Jr., to become a justice of the United States Supreme Court; James B. Thayer, later of the Chandler firm—Chandler, Shattuck and Thayer—and finally becoming the head of the Harvard Law School; Hudson, Bishop, and Benjamin Kimball. Hudson became a member of the Chandler firm in the latter 'seventies, when it was changed to Chandler, Ware (Darwin E. Ware of pleasant memory), and Hudson. He it was who drafted the charter of the American Bell Telephone Company; became the company's first general counsel; then was made general manager of the company, and abandoned law practice; in 1887 was chosen vice-president of the company, and in 1889 its president. Mr. Bishop became a judge, appointed to the Superior Court in 1888. After the Civil War, Gen. Benjamin F. Butler moved his law offices from Lowell to Boston and became a practitioner at the Suffolk bar with all the energy, audacity, and conspicuousness that characterized his military and political career. His offices were also political headquarters during his various runs for public place; here were arranged those plans which ultimately brought him to the height of his ambition—the governorship of the State, overcoming the bitter and relentless opposition of the hitherto most influential leaders of the Republican and Democratic parties, with each of which he associated himself, one after the other, to attain his end.

The lawyers' offices fifty years ago were no such elegant quarters as those of even the average lawyer of today. The more eminent the lawyer, the more modest his office. For many years the lawyers' offices clustered about the near neighborhood of the Courthouse, then where the City Hall Annex now is. Court Street from Scollay Square to Washington Street might well have been called Lawyers' Row. When Pemberton Square was changing from a select residential quarter to a place of business offices, lawyers' offices predominated here.

As the half century advanced, the comforts of the lawyers' offices increased; and the Suffolk Bar grew to large and influential proportions. It is claimed that at present there are over three thousand members in good standing. Naturally, leaders appear in the present generation as in those of the past. There is much to fascinate the brightest minds through an honored career at the Bar, and many of our best youths enter the profession. There is a splendid representation of the various branches on the following pages.

HON. HENRY K. BRALEY

Henry King Braley was born in Rochester, Mass., March 17, 1850, son of Samuel Tripp and Mary A. (King) Braley. So far



HON. HENRY K. BRALEY

as can be ascertained he is a descendant of John Braley, a disciple of George Fox, who settled in Portsmouth, R. I., in 1693. On his mother's side he numbers among his ancestors the Douglasses and Kings of Plymouth County. He was educated in the common schools, at Rochester Academy and, after graduating from Pierce Academy, Middleboro, Massachusetts, he taught school in Bridgewater, during which time he studied law and was admitted to the Bar at Plymouth, October 7, 1873. He entered upon the practice of his profession at Fall River, December, 1873, and in 1891 was appointed Justice of the Superior Court of Massachusetts by Governor Russell, and in 1902 Justice of the Supreme Judicial Court of Massachusetts by Governor Crane. He was City Solicitor of Fall River in 1876 and Mayor in 1882 and 1883. Judge Braley is a Past Grand Master of the I. O. O. F., a Freemason and a member of Godfrey de Bouillon Commandery, and the Sons of the American Revolution. In 1902 Dartmouth College conferred the honorary degree of A.M. upon him. In politics his affiliations have always been with the Democratic party. He is a member of the City and Union Clubs of Boston, the Quequechan Club of Fall River and the Home Club of Edgartown. On April 29, 1875, he was married to Caroline W. Leach of Bridgewater. Two children were born to them, one of whom, Abner L. Braley, a justice of the District Court of Dukes County, now survives.

HON. WILFRED BOLSTER

Hon. Wilfred Bolster, Chief Justice of the Boston Municipal Court, was born in Roxbury, September 13, 1866, the son of Hon. Solomon A. Bolster, who was for several years Justice of the Roxbury Municipal Court. Judge Wilfred Bolster was educated at the Roxbury Latin School, Har-



HON. WILFRED BOLSTER

vard College and Harvard Law School, obtaining the degrees of A.B., A.M., and LL.B., with high honors. He began prac-

tice in 1891 and was appointed to his present position in 1906. Judge Bolster is one of the Board of Governors of the Boston City Club, a member of the American Institute of Criminal Law and Criminology, the Economic Club and the Abstract Club. He was a member of the Boston School Board for three years, and in 1911 was Chairman of the Commission on Suffolk Inferior Courts.

The great law schools of Boston have made the Bar of that city superior in its requirements for leadership to that of the usual American metropolitan centers.

HON. HENRY W. BRAGG

Hon. Henry W. Bragg, who has been honored with many positions of trust during his long professional career, was born in Holliston, Mass., December 11, 1841, the son of Willard and Mary Matilda (Claflin) Bragg. He was educated at the Milford and Pittsfield high schools, finishing with collegiate courses at New York University and Tufts College. He graduated from the latter institution in 1861 and studied law in Natick, in the offices of Hon. John W. Bacon and Hon. George L. Sawin. He was admitted to the Bar in October, 1864, in the Middlesex County Superior Court, and began practice in Charlestown in January, 1865, opening an office in Boston in 1868. He was City Solicitor of Charlestown from 1867 until 1870 and Special Justice of the Charlestown Municipal Court from 1870 until 1886. He was Master in Chancery in Middlesex County from 1869 until 1874 and has filled the same office in Suffolk County since 1874. He was Justice of the Charlestown Municipal Court from 1886 until January, 1914, when he resigned. Judge Bragg has been a member of the Massachusetts State Board of Bar Examiners since 1903 and solicitor of Warren Institution of Savings of Charlestown since 1867. He is a member of the Masonic Fraternity, Past Master of Faith Lodge, Charlestown, a director of the American Humane Society and holds membership in the University, Boston Art, Curtis, Taylor, Oakley Country and Abstract Clubs, the 99th Artillery of Charlestown, the Zeta Psi Fraternity, the Order of the Coffee Pot, and is an honorary member of the Boston Bar Association. Judge Bragg was married in Milford, January 11, 1866, to Ellen Frances Haven.

HON. ROBERT ORR HARRIS

Hon. Robert O. Harris was born in Boston May 8, 1854. He is descended from Arthur Harris, who settled in Roxbury in 1640, and Governor Bradford, John Alden, Richard Warren, Francis Cook, John Winslow and others of the Pilgrims who came over in the "Mayflower." After a thorough preparation he entered Harvard and graduated in 1877, afterwards studying law at the Boston University Law School and in his



HON. ROBERT O. HARRIS

father's office. He was District Attorney of the southeastern district from 1893 until 1902, a judge of the Superior Court until March 1, 1911, a member of the Massachusetts Legislature in 1899 and the National

House of Representatives from the Fourteenth District in the 62nd Congress. Mr. Harris is a member of the University, Harvard and Boston City Clubs and of the Pi Eta Fraternity.

HON. CHARLES M. BRUCE

Hon. Charles M. Bruce, Justice of the First District Court of Eastern Middlesex, was born in Ashtabula, Ohio, November 28, 1863. He was educated in the grammar schools of Ashtabula and Boston, the Roxbury Latin School and the Boston University Law School. Previous to entering the Law School he was with the Boston, Lowell & Concord R. R., and after admission to the Bar, took up the active practice of his profession, his offices now being located at 84 State Street. Judge Bruce was appointed Special Justice of the First District Court of Eastern Middlesex by Governor Greenhalge in 1893, and was appointed Justice of that Court by Governor Bates in 1903. He is a member of the Boston Art Club, Boston City Club, Boston Yacht Club, Middlesex Club, Lincoln Club and of the Masonic Fraternity, Blue Lodge, Chapter, Council and Commandery.



HON. CHARLES M. BRUCE

HON. THOMAS P. RILEY

Hon. Thomas P. Riley, Special Justice of the Malden District Court, was born in Medford, Mass., July, 1876. He was educated at Seton Hall College and graduated from the Boston University Law School in 1899, obtaining the A.B., A.M., and LL.B. degrees. He began practice in 1900 and is now in general practice, with offices in the Tremont Building, Boston, and Court Building, Malden. He was representative in the General Court in 1908-9 and 10, and was appointed to the Malden judgeship in 1911. He was chairman of the Democratic State Committee in 1912-13, and First Assistant Attorney General of the State in 1914. He is now a member of the Massachusetts Gas and Electric Light Commissioners. He is a member of the Middlesex and Massachusetts Bar Associations, Boston City, Press and Clover Clubs, Elks, Eagles, Knights of Columbus and Ancient Order of Hibernians.



HON. THOMAS P. RILEY

HON. HARRY C. FABYAN

Hon. Harry C. Fabyan, Special Justice of the Municipal Court of the City of Boston, District of Brighton, was born in Portland, Me., June 15, 1870. He graduated from Bowdoin College in 1893 and from the Boston University Law School in 1896. He was admitted to the Suffolk County Bar the same year and has practiced since that time in Boston with offices at 31 Milk Street. In addition to his legal and judicial duties, Judge Fabyan is president of the Brighton Five Cents Savings Bank. He is a member of the Boston Bar Association, the Appalachian Mountain Club, and the Commonwealth Country Club. He is married and resides in Brighton.



HON. HARRY C. FABYAN

HON. JOSIAH S. DEAN

Hon. Josiah S. Dean was born in South Boston, May 11, 1860, the son of the late Hon. Benjamin Dean, a former member of Congress. He was educated in the Boston public schools, and after a year at the Massachusetts Institute of Technology studied law in the offices of his father and attended the Boston University and Harvard Law Schools, being admitted to the Bar in 1885.

He served as a member of the Boston Common Council in 1891 and 1892, was appointed Special Justice of the South Boston Municipal Court in 1893, was a member of the Board of Aldermen in 1897, and was appointed License Commissioner for the City of Boston in July, 1912.



HON. JOSIAH S. DEAN

He is a member of the Boston Art Club, the Boston Bicycle Club, Boston City Club, the American, Massachusetts and Boston Bar Associations, and the Masonic Fraternity.

He married, in 1888, May L. Smith, and and has four sons.



HON. JAMES H. FLINT
ASSOCIATE JUSTICE OF THE DISTRICT COURT
OF EASTERN NORFOLK

HON. WILLIS W. STOVER

Hon. Willis W. Stover, special Justice of the Municipal Court, Charlestown District, was born March 19, 1870, in Charlestown, Mass. He took a special course at Harvard in 1889-90 and graduated LL.B. from the Boston University Law School in 1896. He was admitted to the Suffolk Bar the same year and in 1899 organized the law firm of Stover & Sweetser, with offices in the Kimball Building. Judge Stover is a commissioner of sinking funds in Everett, where he resides; is a trustee of the Charlestown Five Cents Savings Bank; is Colonel of the Fifth Regiment of Infantry, M. V. M., and has served for three years as commandant of the Training School of the National Guard of Massachusetts. He served in the Spanish-American War as captain of Co. A, Fifth Massachusetts Infantry, U. S. V., and is a member of the United Spanish War Veterans, of which he was commander-in-chief in 1900-01. He was commander of the Massachusetts Commandery of the Naval and Military Order of the Spanish-American War in 1913-14 and is a member

of the Massachusetts Society, Sons of the Revolution, the Masonic Fraternity and the Army and Navy Club of Washington, D. C. He was married October 9, 1901, to Alice Beswick, of Malden, Mass.

HON. JOSEPH A. SHEEHAN

Hon. Joseph A. Sheehan, who has been a Special Justice of the Municipal Court of the City of Boston since 1913, was born in this city, November 16, 1873. His preparatory education was received at the English High School, and his legal training was at the Boston University school, from which he received the LL.B. degree in 1897, and the degree of master of laws (LL.M.) in 1916. He was admitted to practice in 1897, and has since practiced in Boston with offices at 53 State Street. He was a member of the School Committee of Boston in 1905-06. Judge Sheehan is a director of the Massachusetts Society for Prevention of Cruelty to Animals, member of the American and Massachusetts Bar Associations, the Bar Association of the City of Boston, the Massachusetts Catholic Order of Foresters, Boston Catholic Union and the St. Vincent de Paul Society. He was married in 1914 to Stella Gertrude Lombard of Boston.



HON. JOSEPH A. SHEEHAN

JOSEPH J. FEELEY

Joseph J. Feeley, attorney, was born in Boston, May 7, 1862, and after preparing at the Boston Latin School, graduated LL.B. from the Boston University Law School in 1884. He took special courses in scientific subjects at the Massachusetts Institute of Technology, and after admission to the Bar in 1884, practiced in Boston. He has served as counsel for various towns in Norfolk County and for several manufacturing concerns. He was trial justice of Norfolk County from 1886 until 1890; assistant district attorney of Norfolk and Plymouth counties from 1890 until 1894, and a member of the Ancient and Honorable Artillery Co. since 1896. He is a member of the American, Massachusetts, Norfolk and Boston Bar Associations, ex-president of the Alumni Association of the Boston University Law School and the Masonic Fraternity, holding membership in the Blue Lodge, Chapter Commandery and also the Shrine. His office is at 95 Milk Street.



JOSEPH J. FEELEY

HON. EDWARD L. McMANUS

Hon. Edward L. McManus, Special Justice of the First District of South Middlesex, was born in Natick, Mass., December 22, 1866, and received his legal training at the Boston University Law School, graduating LL.B. in 1891. He was admitted to the Suffolk County Bar the same year and from 1893 to 1902 was attorney for the Claims Department of the West End Street Railway. He was in private practice, with offices in Barristers Hall when Governor Foss appointed him to his present position in 1912. He was a member of the Massachusetts Legislature in 1904-5 and 6. Judge McManus is a member of several fraternal organizations,



HON. EDWARD L. McMANUS

SAMUEL LAWRENCE BAILEN

Samuel L. Bailen, an attorney, engaged in general practice of the law with Judge Frank Leveroni, in the Tremont Building,



SAMUEL L. BAILEN

at Boston, of whom Dr. Charles Fleischer, the eminent Boston Divine, said: "He serves well as an illustration of what the poet said,

> 'He who saddles opportunity
> Is God's elect';

Mr. Bailen gallops gaily and with steady gain towards that fleeting goal called, 'Success,' because of his ability to effectively use 'Opportunity.' . . . Young Bailen hurdled obstacle after obstacle in the race for Place and Achievement. He worked his way through the various schools, until he was finally graduated with 'cum laude' honors. . . . Bailen is a born lawyer, gifted with keen intelligence, to which he has joined an almost religious devotion to Law as being our most potent social instrument of Justice, a person to whom 'nothing human is foreign.'"

Samuel L. Bailen is a member of various clubs: the Boston Press Club, the City Club, a contributor to many charitable institutions, such as the Boston Dispensary and the Museum of Fine Arts, and a devoted "Red Man."

HON. FRANK LEVERONI

Frank Leveroni, of the legal firm of Bailen & Leveroni, was born in Genoa, Italy, September 10, 1879. He was educated in the Boston public schools and the Harvard and Boston University Law Schools, obtaining the LL.B. from the latter. He was admitted to practice in 1903, and to the United States Court in 1904. He was appointed legal adviser to the Italian Consulate in 1905, and made Special Justice of the Boston Juvenile Court one year later. He is also Public Administrator of Suffolk County, is a director of the Federal Trust Company, trustee of the Home Savings Bank and a member and officer of many religious and charitable organizations. He is a member of the Bos-



HON. FRANK LEVERONI

ton City Club, the Catholic Union, Harvard Club and Knights of Columbus. He was created a Knight of the Crown of Italy by King Emmanuel in 1908.

HON. ORESTES T. DOE

Hon. Orestes T. Doe, Justice of the District Court of Western Norfolk, was born in Parsonsfield, Maine, March 3, 1864.



HON. ORESTES T. DOE

His preliminary education was received at the Parsonfield Seminary, from whence he entered the Boston University Law School, graduating in 1891 with the LL.B. degree. After admission to the Bar he began practice in Franklin, Mass., associated with George W. Wiggins, and in 1898, seven years later, he was appointed to the Justiceship which he still holds. He came to Boston in 1900. Judge Doe is a Republican in politics and is active in the counsels of his party. He is a trustee and member of the Investment Committee of the Benjamin Franklin Savings Bank at Franklin. His offices are at 209 Washington Street, Boston, and he resides in Franklin, Mass.

HON. E. MARK SULLIVAN

Hon. E. Mark Sullivan, formerly associate justice of the Third District Court of Essex, was born in Ipswich, Mass., October 12, 1878. He was educated in the public schools of Ipswich and graduated from the Manning High School there in 1896. He afterwards attended Boston College and, obtaining the A.B. degree in 1900, studied law at the Harvard Law School for two years. He was admitted to the Bar in 1903 and began practicing in Beverly, Mass. In June, 1907, he was appointed Assistant United States District Attorney, but resigned his position October 31, 1913, to resume private practice. Mr. Sullivan is a member of the Knights of Columbus, the Elks, the Ninth Regiment Club and the Clover Club of Boston. His offices are at 53 State Street.



HON. E. MARK SULLIVAN

HON. JOSEPH DANIEL FALLON

Hon. Joseph D. Fallon, Justice of the South Boston Municipal Court, was born in Doniry, Ireland, December 25, 1837. He came to America in 1851 and graduated from the College of the Holy Cross, Worcester, in 1858, and is now the oldest living graduate of the college. He studied law in the office of Hon. Jonathan Coggswell Perkins of Salem and was admitted to the Bar in 1865. He began practice in Boston in the same year, and was appointed Special Justice in 1874, continuing in this position until 1893, and was Justice of the South Boston Municipal Court from 1903 until 1914, when with the consent of the Governor and Council he retired on three-quarters salary. Judge Fallon was a member of the Boston School Board from 1864 until 1890 and has been an examiner for the Massachusetts Civil Service Commission at Boston. He is president of the Union Savings Bank, ex-president of the Boston Catholic Union and the Charitable Irish Society of Boston, and a member of the Massachusetts Bar Association and the Bar Association of the City of Boston. His offices are at 43 Tremont Street.



HON. JOSEPH D. FALLON

HON. MICHAEL H. SULLIVAN

Hon. Michael H. Sullivan, special justice of the Dorchester Municipal Court, was born in Granville, Mass., September 15, 1874, and was educated at the High and State Normal School in Westfield, Mass. He obtained the LL.B. degree from the Boston University Law School in 1900 and L.M. degree in 1911, and after practicing nine years was appointed to his present position by Governor Draper. Judge Sullivan is a Democrat in politics, and is a member of the Knights of Columbus, Boston Chamber of Commerce, Charitable Irish Society and the First Corps Cadets Veteran Association. He served nine years in the First Corps Cadets, M. V. M. His offices are at 34 School Street and his home is in Dorchester. He is married and has five children.



HON. MICHAEL H. SULLIVAN

HON. FREEMAN HUNT

Freeman Hunt, lawyer, was born in Brooklyn, N. Y., September 4, 1855, the son of Freeman and Elizabeth (Parmenter) Hunt. The family dates its American ancestry from Enoch Hunt, who settled in Weymouth, Mass., in 1652. Mr. Hunt received the A.B. degree from Harvard in 1877 and the LL.B. from Harvard University Law School in 1881. He has practiced in Boston since 1882 and was a member of the Massachusetts State Senate in 1890. He also served as a member of the School Committee and of the City Council of Cambridge, where he makes his home. He is a Democrat in politics and a member of the Middlesex Bar Association and the Masonic Fraternity. His offices are at 6 Beacon Street.



HON. FREEMAN HUNT



COMMONWEALTH AVENUE, BOSTON. ONE OF THE WORLD'S MOST NOTED THOROUGHFARES

HON. SAMUEL LELAND POWERS



HON. SAMUEL L. POWERS

Honorable Samuel L. Powers, lawyer and ex-Congressman, was born at Cornish, New Hampshire, October 26, 1848; graduated from Dartmouth College in 1874; studied law at the University of the City of New York; was admitted to the bar in Worcester County in 1875; has practiced in Boston since that date and is senior member of the firm of Powers & Hall. He was a member of the 57th and 58th Congresses; was for many years a trustee of Dartmouth College; is president of the Boston Art Club, a member of the University, Exchange, Newton, Atlantic Conference, and various other Boston clubs. He was for ten years connected with the Massachusetts Militia, Boston. His offices are at 101 Milk Street, Boston.

HON. SAMUEL J. ELDER

Samuel J. Elder, lawyer and publicist, was born at Hope, R. I., January 4, 1850, and was educated in the public schools of



HON. SAMUEL J. ELDER

Lawrence and Yale College. He studied law with John H. Hardy, afterwards Justice of the Municipal Court, and was admitted to the Bar in 1875.

Mr. Elder is now senior member of the legal firm of Elder, Whitman & Barnum, and has made a specialty of copyright law, acting as counsel for the International Copyright League before the U. S. Senate in 1891.

He was a member of the lower house of the Legislature in 1885, declining reëlection, and also declining a position on the Superior Court bench.

He is president of the Boston Bar Association, a member of the Yale Alumni, and the Union, University, Papyrus, Curtis, Middlesex and Taylor Clubs of Boston and the Calumet Club of Winchester, Mass.

The merited legal fame of the Bar of Boston has well been sustained by the integrity and ability of its practitioners.

FREDERICK P. FISH

Frederick Perry Fish, who is one of the leading corporation lawyers in New England, and who is interested in some of the city's best known financial institutions, was born at Taunton, Mass., January 13, 1855, the son of Frederick L. and Mary (Jarvis) Fish. The degree of A.B. was conferred upon him by Harvard University in 1875, after which he entered the law school of that institution. Upon being admitted to the Bar, he practiced law in New York and Boston until July 1, 1901, when he was chosen president of the American Bell Telephone Co., and the American Telephone and Telegraph Co., directing the affairs of those important corporations until 1907, when he resumed the practice of his profession with the legal firm of Fish, Richardson, Herrick & Neave, with chambers at 84 State Street. Mr. Fish is a director of the New England Trust Co., and the Old Colony Trust Co. He has been honored with many positions of trust and importance. He is a member of the Board of Overseers of Harvard University, member of the corporation and executive committee of the Massachusetts Institute of Technology, chairman of the Massachusetts State Board of Education, associate and member of the Council of Radcliffe College, vice-president of the Boston Nursery for Blind Babies, and trustee of the Boston Dwelling House Co. Mr. Fish is ex-president of the Union, City and Commercial Clubs, and holds membership in the St. Botolph, University and Exchange Clubs of Boston, and the University, National, Arts, Railroad, Bankers and Grolier Clubs of New York City. He was married April 7, 1880, to Clara P. Livermore.

Washington Street, first called Broadway, then Broad Street, and often simply the Way, has always been one of the main thoroughfares of Boston, while the city's residential sections equal any in America, and the handsome homes on Commonwealth Avenue, Beacon and Marlborough Streets compare with those in any of the exclusive localities of other cities where wealth and culture congregate.

HON. JAMES F. JACKSON

James Frederick Jackson, for a third of a century one of the leading members of the legal profession, ex-mayor of Fall River,



HON. JAMES F. JACKSON

and former chairman of the State Railroad Commission, was born at Taunton, Mass., November 13, 1851, the son of Elisha T. and Caroline Keith (Forbes) Jackson. The father was the head of the Taunton-Fall River Jackson family, and was long a prominent citizen and successful business man of Taunton. The Taunton Jackson was a branch of the earlier Plymouth County Jacksons, Middleboro being the home of the immediate forbears of the family. James Jackson of Middleboro, in which town and at Plymouth the surname abounded from the very beginning of the settlement, was a leading cotton manufacturer, a man held in high esteem for his business sagacity and worth as a man and citizen, but who died in the midst of his activities and usefulness.

Elisha Tucker Jackson, son of James and Julia Jackson, was born in Middleboro, August 23, 1829, and died June 30, 1908, in Taunton, aged seventy-eight years, ten months and seven days. He had filled a large place in the business life of his adopted city, and that community held him in high regard for his ability, integrity and willingness to be of service at all times, and for his courtesy and social friendliness. In his coming to Taunton the city gained a most worthy citizen, as in his death it lost one.

The son, James Frederick Jackson, was fitted for college in the schools of Taunton, and then entered Harvard University, from which he was graduated in 1873. He studied law in the office of Judge Edmund H. Bennett and at the Boston University Law School, from which he received his degree in 1875. He began the practice of law in the city of Fall River, and in 1882 formed a law partnership with David F. Slade, which became Jackson, Slade & Borden, upon the admission of Richard P. Borden. Mr. Jackson is a Republican in politics, and it was not long after he began his professional career that he won recognition in the public affairs of Fall River; his ability as a lawyer being attested in 1880, by his selection as City Solicitor, an office he filled with great credit for nine years. His familiarity with municipal affairs, and his general fitness for the position, led to his nomination by his party for mayor in 1888. He was elected to that office and was again chosen in 1889. Mr. Jackson declined the nomination for Justice of the Superior Court of Massachusetts in 1898, and was chairman of the Massachusetts Railroad Commission from 1899 until 1907, when he resigned. He was formerly Lieutenant Colonel in the 1st Infantry Massachusetts National Guard, rising to that position from the ranks. Mr. Jackson is a member of the Union and St. Botolph Clubs of Boston and the Harvard Club of New York. He was married to Caroline S. Thurston of Fall River, June 15, 1882, and has one daughter, Edith. His home is at 1757 Beacon Street, Brookline, and his offices are at 60 State Street.

JAMES A. VITELLI

James A. Vitelli, one of the leading members of the junior bar, was born in Italy, April 25th, 1886, the son of Antonio and



JAMES A. VITELLI

Filomena (Berardi) Vitelli. He was brought to the United States when an infant, the family settling in New York City, but later removing to Boston, where the father established himself in business. Mr. Vitelli was educated in the Boston public schools and was a prominent athlete while a student at the English High School. He was graduated from the Boston University Law School in 1909. Mr. Vitelli's practice is extensive and varied, and when only two years at the bar, he defended Joseph Galli, who was indicted for the killing of Charles O'Brien of Woburn, and secured his client's acquittal after five days of masterly effort. Mr. Vitelli's paternal ancestors are noted in the legal profession of Italy, and his uncle, Dionisio Vitelli, is now a member of the Court of Cassation at Rome. The family was active in the movement to secure Italian independence, and in the Revolution of 1848, one of the progenitors, Antonio Vitelli, an archbishop, was exiled by the Bourbons on account of his aggressiveness. Mr. Vitelli was married August 20, 1913, to Madeline M. Dalton of Arlington. His offices are in the Pemberton Building.

The railroad in America was a Boston idea, originating in Boston, and the "Father of the American Railroad" was a Boston editor.

LEONARD G. ROBERTS

Leonard G. Roberts, lawyer, was born in Sherman, Maine, September 13, 1862, the son of Gardiner and Adaline Roberts. After thorough preparation he entered Bates College, from which he graduated in 1887 with the degree of A.B. He graduated from the Boston University Law School magna cum laude with the degree of LL.B. in 1890. He was admitted to the Suffolk County Bar the same year, and the Maine Bar in 1891. He practiced in Lewiston, Maine, until 1893, since which time he has been located in Boston. His practice is a general one and his offices are in the Equitable Building. He is a member of the U. S. District Court and the U. S. Circuit Court of Appeals, and was a member of the Massachusetts House of Representatives in 1910, and served on the Judiciary Committee. Mr. Roberts is a member of the Bar Association of the City of Boston, the American Bar Association, the Boston Chamber of Commerce, the Masonic Fraternity and the Dorchester Young Men's Republican, Massachusetts Republican, Park Street, and Congregational Clubs. He was married January 23, 1899, to Mary E. Leavitt of Lewiston, Maine, and resides at 80 Highland Avenue, Newtonville, Mass.



LEONARD G. ROBERTS

HON. WILLIAM M. BUTLER

William M. Butler, lawyer, legislator and financier, was born in New Bedford, Mass., January 29, 1861, the son of Reverend



HON. WILLIAM M. BUTLER

James D. and Eliza B. (Place) Butler. After a preliminary education in the public schools he entered the Boston University Law School and graduated LL.B. in 1884. His admission to the bar was one year earlier, and he began practice in New Bedford, removing to Boston in 1895, now being senior member of the legal firm of Butler, Cox, Murchie & Bacon, with offices at 77 Franklin Street. Mr. Butler is president of the Boston & Worcester Electric Companies, the Boston & Worcester Street Railway Co., the Butler Mill, the Hoosac Cotton Mills, the New Bedford Cotton Mills Corporation and the Quisset Mill. He is also trustee of the Massachusetts Lighting Companies. He was a member of the Massachusetts House of Representatives in 1890-1891, and the State Senate from 1892 to 1895 inclusive, serving as president of the latter body during the last two years of his term. He was a member of the Commission to revise statutes of the State from 1896 to 1900, when he resigned. He is a member of the Masonic fraternity, trustee of the Boston University, and holds membership in the University Club, of which he is president; the Algonquin and Exchange Clubs of Boston; Union League of New York; Wamsutta Club of New Bedford, and the Metabetchuan Fishing and Game Club. Mr. Butler was married in 1886, to Minnie F. Norton of Edgartown, who died in 1905, leaving three children, Morgan, Gladys and Miriam. His second marriage was to Mary Lothrop Webster of Boston, in 1907, and this union brought two daughters, Beatrice and Mary. His home is at 486 Beacon Street, Boston.

PATRICK BERNARD KIERNAN

Patrick B. Kiernan, one of the oldest attorneys in the city, was born in the North End, March 2, 1850, and was educated in the public schools, at night school, and in private schools in Boston and Chelsea. After studying law and admission to the Bar, Mr. Kiernan began practice in Colorado and was a member of the legal firm of Shackleford & Kiernan of Leadville. Upon returning to Boston Mr. Kiernan located at 34 School Street, where he has practiced for the last thirty-two years. His practice is a miscellaneous one, his clients being mostly poor working people. He has brought on an average one hundred and fifty actions every year for the past twenty-five years, and has tried at least seventy-five civil and twenty-five criminal cases each year during the same period.



PATRICK B. KIERNAN

HON. WILLIAM A. MORSE

Hon. William A. Morse, attorney, with offices in the Equitable Building, was born July 27, 1863, in Boston, and was educated



HON. WILLIAM A. MORSE

at Martha's Vineyard, Mass., and in the law schools of Boston. Upon admission to the Bar he began practice in this city in 1886 and is now interested in many insurance and other corporations as counsel and director. As a trial lawyer he has figured in many important cases. He was of counsel for the estate of Mrs. Mary Baker Eddy in the contest over her will. Acted as counsel for the defense in the Richeson case and successfully defended the widow of Admiral Eaton, who was charged with the murder of her husband. Mr. Morse is a Republican in politics and represented the county of Dukes in the Massachusetts House of Representatives in 1893. He served as Senator from the Cape district during the sessions of 1895-6-7 and 8, the last two years being a member of the joint Judiciary Committee. While in the lower house he was chairman of the Harbor and Public Lands Committee and a member of the Committee on Insurance. Mr. Morse is a member of the Masonic Fraternity, the Boston Yacht, Boston City, Boston Press and the Elks Clubs. He was married October 2, 1883, to Florence B. Daggett, of Martha's Vineyard, who died June 7, 1916, leaving two sons.

This publication promises to be of great value within a score of years. Copies of it will be at a premium as the years make its pages into history.

GEORGE A. O. ERNST

(DECEASED)

George Alexander Otis Ernst (born November 8, 1850; died June 13, 1912) spent his childhood in Cincinnati, Ohio, but finished his education at school in Boston and at Harvard College, where he took his A.B. degree in 1871. He later studied at the Harvard Law School, and began an active and general practice of law in Boston in 1875, continuing it until his death. He married Jeanie Clarke Bynner in 1879, and was the father of a son, Roger, and a daughter, Sarah Otis, who married Edwin Hale Abbot, Jr., of Cambridge, Mass.

The significant features of Mr. Ernst's public life were, in chronological order (1) his service in the Massachusetts Legislature in 1883-84, when he served on important committees and aided effectively in the passage of the first Civil Service Reform Law; (2) his service on the Boston School Committee in 1901-1903, when he led in the fight to free the schools from politics; and (3), most important of all, his service as a member of the original Finance Commission, appointed in 1907, whose unremitting labors resulted in the exposure of much inefficiency, favoritism, and corruption in the city government, and led to the adoption of sweeping amendments to the city charter in the interest of civic betterment. The original drafting of those amendments was done by Mr. Ernst. In 1910 he was appointed director of the Bureau of Municipal Research, and, among other services while so acting, prepared for the Finance Commission a valuable History of the Public School System of Boston.

HON. JAMES WILSON GRIMES

Hon. James Wilson Grimes, lawyer, financier and legislator, was born in Hillsborough, N. H., November 21, 1865, at-



HON. JAMES W. GRIMES

tending the schools there and completing his classical education at Phillips (Andover) Academy. He then entered the Boston University Law School, from which he graduated in 1890. He was admitted to the Bar in Iowa the same year, and returning to Boston in 1891, began active practice here. Mr. Grimes became interested in politics early in his career and served three years in the lower branch of the Massachusetts Legislature and three years in the Senate. While serving on the last named body he was a member of the Judiciary Committee and Chairman of the Street Railway Committee, beside taking an active part in all the important legislation that came before the two houses during his years of membership. He was also a member of the Republican State Central Committee in 1910, 1911, 1912, and in 1913 was a candidate for nomination for Congress from Middlesex. Mr. Grimes is vice-president and director of the First National Bank of Reading, Mass., where he resides, and is a director of the Hillsborough Electric Light and Power Co., and president and director of the Victory Webbing Company, and an incorporator of the Blackstone Savings Bank, Boston. He is a member of the Masonic Fraternity, the Odd Fellows, the Grange, the Meadowbrook Golf Club of Reading, the New Hampshire Historical Society, the Loyal Legion, the Sons of Veterans, the Republican Club of Massachusetts, the Middlesex Club and the Boston and Middlesex Bar Associations. His offices are at 6 Beacon Street.

HON. ASA P. FRENCH

Asa P. French was born at Braintree, Mass., January 29, 1860. After preparation at the English High School, Boston, Adams Academy, where he won the Adams gold medal, and Thayer Academy, he entered Yale and graduated A.B. in 1882. He studied law at the Boston University Law School and in the office of his father, Judge Asa French, and was admitted to the Bar in 1885. He was district attorney of the Southeastern District of Massachusetts from 1902 to 1906, and United States Attorney for Massachusetts from January, 1906, to November, 1914. He is a director of the Norfolk Mutual Fire Insurance Co. of Dedham, Mass., president of the Tremont Trust Co. of Boston, trustee of the Randolph Savings Bank, of which he was formerly president, and trustee of Thayer Academy, Braintree. Mr. French is president of the Norfolk County Bar Association, deputy governor-general of the Society of Mayflower Descendants, and a member of several leading clubs.



HON. ASA P. FRENCH



J. OTIS WARDWELL

J. OTIS WARDWELL

Of the leading members of the legal fraternity it has been my pleasure to meet and associate with, J. Otis Wardwell stands among the foremost in my recollection.

Mr. Wardwell is identified with a number of large public utilities of Boston and the State of Massachusetts and has led in the organization of many of them.

He was born in Lowell, Mass., March 14, 1857, the son of Zenas C. and Adriana S. Wardwell, who in 1860 moved to Groveland, Mass. After passing through the Georgetown High School and the New London Academy, he studied law at the Boston University Law School and was graduated in 1879, being admitted to the Essex County Bar the same year. He settled in Haverhill in 1879 and formed a partnership with Henry Nelerton Merrill. He soon became interested in politics and was elected to the Republican State Committee in 1884, serving as a member for twenty-five years, three of which were as secretary. In 1887, he was elected to the Legislature, being Republican floor leader for four years of the five he was a member. He was twice a candidate for Speaker by the Republican caucus, being defeated for the nomination by only two votes in 1891, after one of the most bitter contests in the history of the State. During his time as member of the Legislature, he was Chairman of some of the most important committees, among them being the Committees on Elections and Mercantile Affairs. He was also a member of the committee that investigated the charge of corruption in the division of the town of Beverly, and was chairman of a committee that investigated similar charges in the incorporation of certain elevated railways in the city of Boston.

After leaving the Legislature he moved to Boston and became identified with a number of Public Service Corporations, as counsel for the Industrial Improvement Co., which controlled the street railways in the Merrimac Valley. He carried through the Legislature a Consolidation Bill uniting the Lowell, Lawrence and Haverhill street railways, one of the first long distance trolley lines in the country, and for many years was its general counsel. In 1891, he brought to success the consolidation of the Brockton street railways and of the Lynn and Boston and Salem lines, which were owned by the North Shore Traction Co. The following year he became general counsel for the Edison Electric Illuminating Co., of Boston, and still retains the position. He was counsel for the Bell Telephone Co., of Boston, in its contest to increase its capital stock to $50,000,000, which bill was vetoed by Governor Greenhalge. He was also counsel for the New York Central Railroad in its contest for the right to lease the Boston & Albany Railroad, counsel for the Boston Consolidated Gas Co., and the Massachusetts Pipe Line Co., for the consolidation of all the gas properties. He was counsel for the Association of Massachusetts Gas Lighting Companies and the Electric Lighting Association of Massachusetts. He became general counsel of the Boston Elevated Railroad, which in 1896 leased the West End Railway Company and the subways, and amended the Meigs Charter for elevated railways in the city of Boston. In November, 1903, Mr. Wardwell formed a partnership with Everett W. Burdett and Charles A. Snow under the firm name of Burdett, Wardwell & Snow. In 1905 this firm was changed by the admission of Hon. William H. Moody, then Secretary of the Navy, becoming Moody, Burdett, Wardwell & Snow. On the appointment of Mr. Moody as a Justice of the Supreme Court of the United States, December 17, 1906, Judge Moody and Mr. Snow retired, Mr. Wardwell and Mr. Burdett continuing as Burdett & Wardwell. Frederick Manley Ives and Sheldon E. Wardwell were admitted to partnership in June, 1912, under the name of Burdett, Wardwell & Ives. In these various enterprises Mr. Wardwell was very active and soon became nationally known as a leading corporation lawyer. Mr. Wardwell's and his associates' energies are devoted to corporation law.

ROLAND H. SHERMAN

Roland H. Sherman, who is an attorney for numerous large estates and corporations, and active in the trial of causes both

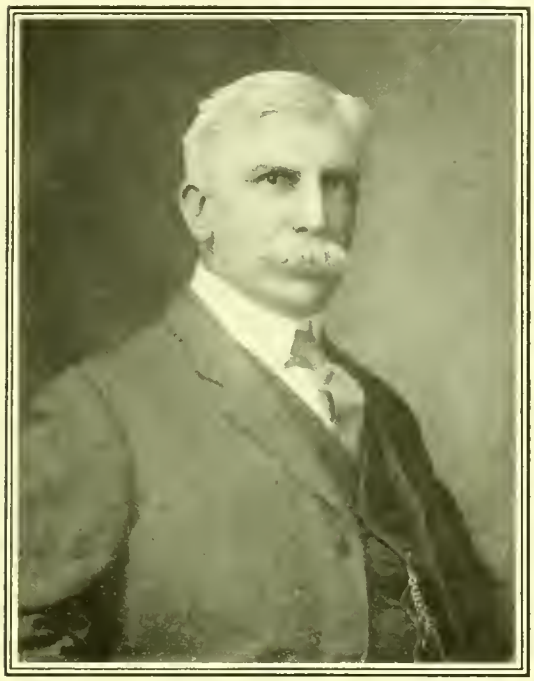


ROLAND H. SHERMAN

in the civil and criminal courts, was born in Lawrence, Mass., November 30, 1873, and was educated at Dummer Academy and Boston University Law School, obtaining the LL.B. degree from the latter upon graduation in 1896. After admission to the Bar he began practice in Lawrence, where he was a member of the legal firm of Bradley & Sherman, subsequently becoming senior member of Sherman & Ford, and finally of Sherman & Sherman, covering a period of nine years in the city of his birth. Desiring to widen the field of his activity, Mr. Sherman came to Boston in 1905 as a member of the legal fraternity of Coakley & Sherman. This partnership was eventually dissolved and Mr. Sherman organized the firm of Sherman & Hurd, now located in the Pemberton Building. He is a Republican in politics and was, for six years, assistant district attorney of Essex County, in which position he made an enviable record as a capable and conscientious official. Mr. Sherman comes of an illustrious ancestry. He is a lineal descendant of Roger Sherman, one of the signers of the Declaration of Independence, and numbers among his family connections the late General William Tecumseh Sherman, who became famous by his "March to the Sea," and was afterwards commander-in-chief of the Army of the United States, and the late Hon. John Sherman, who framed the celebrated "Sherman Law." His father, Hon. Edgar J. Sherman, was a judge of the Massachusetts Superior Court for over twenty years. Although a comparatively young man, Mr. Sherman has attained prominence in his chosen profession and won distinction in the field of military activity. He served in the Spanish-American War, first as lieutenant in the 8th Massachusetts Infantry, and then as aide-de-camp on the staff of General Waite, commandant of the 2nd Brigade, 3rd Division, 1st Army Corps, and was finally made Judge Advocate of the 3rd Division, 1st Army Corps, retiring from the service with the rank of Lieutenant-Colonel. He is now Judge Advocate General of the Spanish War Veterans, a member of the Naval and Military Order of the Spanish-American War, Society of Foreign Wars, Sons of Veterans, the Masonic Order, the Benevolent and Protective Order of Elks and the Sigma Alpha Epsilon Fraternity. Mr. Sherman was married April 5, 1898, to Alma C. Haerle of Indianapolis. They have five children, Julie P., Edgar Jay, 2nd, Roger, Nancy, and Roland H., Jr. Their home is in Winchester on the shore of Mystic Lake.

HON. ARTHUR H. WELLMAN

Arthur H. Wellman, who despite his large legal practice has found time to devote to the activities of business, was born at East

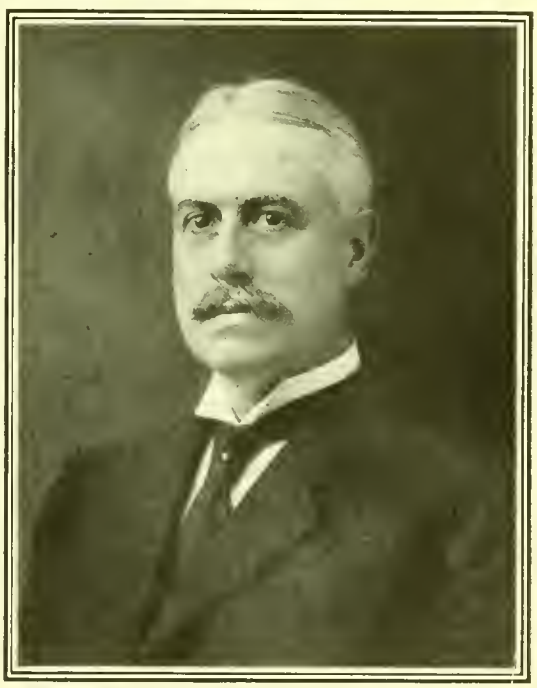


HON. ARTHUR H. WELLMAN

Randolph, now Holbrook, October 30, 1855. He was educated at the Newton Schools and Amherst College, delivering the valedictory at the latter in 1878. He studied law at Harvard and Boston University Law Schools, graduating from the latter summa cum laude in 1882. He served as City Solicitor of Malden and professor of equity jurisprudence and equity pleading at the Boston University Law School, was a member of the Legislature 1892 to 1894 and of the Senate in 1895. He is a director of the Amesbury Electric Light Co., trustee of Central Massachusetts Light and Power Co., director of White River Railroad Co. and the Malden Trust Co., president of the Malden Hospital, vice-president of the Weymouth Light and Power Co., president of the Board of Ministerial Aid of Massachusetts, and is a member of the Boston and American Bar Associations, Congregational Club, Malden Historical Society and the Masonic Fraternity.

THOMAS WILLIAM PROCTOR

Thomas W. Proctor was born in Hollis, N. H., November 20, 1858, and was educated at Lawrence Academy, Groton, Mass., and Dartmouth College. He studied law in the office of Hon. John H. Hardy and at the Boston University Law School. He was admitted to the Bar in 1883 and one year later was made clerk to the district attorney of Suffolk County, later becoming a member of the legal firm of Hardy, Elder & Proctor. He was appointed second assistant district attorney for the Suffolk district in 1866 and then to the first assistancy. In 1891 he became assistant solicitor of the city's law department, but resigned in 1894 to resume regular practice, being now a member of the firm of Nason & Proctor. He is a member of the Boston Bar Association, Country,



THOMAS W. PROCTOR

University and Curtis Clubs, the Beacon Society, and is a trustee of the Hamilton Association, the Newton Free Library, and the Newton Savings Bank of Newton, Mass.



EDWIN A. BAYLEY

EDWIN ALLEN BAYLEY

Edwin Allen Bayley, lawyer and legislator, was born in Jamaica Plain, Boston, Mass., July 30, 1862, the son of Edwin and Vesta (Capen) Bayley. He is a descendant, in the fourth generation, of Brigadier General Jacob Bayley, who served with distinction in the French and Indian and Revolutionary Wars, founded the Town of Newbury, Vt., in 1762, and held very prominent and important offices during the early history of that State. The paternal branch of his family was founded in America by John Bayly, who came from England in 1635 and settled in that part of Amesbury, Mass., now known as Salisbury Point. His earliest maternal ancestor in this country was Barnard Capen, who came from England in 1630, and who was one of the earliest settlers of Dorchester, Mass. Mr. Bayley received his preliminary education in the public and private schools of Newbury, Vt., and at St. Johnsbury (Vt.) Academy, from which he graduated with high rank in 1881. While at the Academy he was one of the editors of the "Academy Student," the school paper, and was one of the speakers at graduation. He pursued the regular classical course at Dartmouth College, graduating with the degree A.B., in the Class of 1885. During his college course he served as president and treasurer of his class, was a director of the athletic association, a member of the Delta Kappa Epsilon Fraternity and of the Phi Beta Kappa Society, delivering at Commencement one of the two philosophical orations assigned for scholarship, ranking next to the salutatory. For a short time after graduation, he taught a private school in Newbury, Vt., and then engaged in the mortgage loan business in Dakota, but not being satisfied with the future of that business, he decided to study law, and, in 1889, entered the Law School of Boston University. There he completed the regular three-year course in two years, graduating in the Class of 1891, with the degree of LL.B., *magna cum laude,* and while at the Law School he served as president of his class. He was admitted to the Suffolk County Bar in 1891 and to the United State Courts in 1898.

In 1892, Mr. Bayley and John H. Colby, one of his classmates at Dartmouth, associated themselves together for the practice of their profession in Boston under the firm name of Colby & Bayley, which continued until the death of Mr. Colby in 1909. In his practice, Mr. Bayley is strong, forceful and thorough. His energy and his enthusiasm are his marked characteristics, and he has earned a well-deserved success. Since 1892 he has resided in Lexington, where he has taken a leading part in public affairs, serving as a member of the school committee, library trustee, moderator of town meetings and general town counsel.

He is counsel, clerk and a trustee of the North End Savings Bank of Boston, a member of the Board of Trustees of St. Johnsbury Academy, where he prepared for college, and is the permanent secretary of his college class. He has served as president and secretary of the Bailey-Bayley Family Association, to the work of which he has added great value by his genealogical research and writing. He has also served as president of the General Alumni Association of Dartmouth College, and has prepared and delivered several historical and Memorial Day addresses. He holds membership in the Middlesex Bar Association, Massachusetts Conveyancers Association, the Dartmouth Club, Boston City Club, Boston Chamber of Commerce, Republican Club of Massachusetts, Middlesex Club, Vermont Association of Boston, Vermont Historical Society, Lexington Historical Society, Old Belfry Club of Lexington, and is an associate member of the George G. Meade Post 119, G. A. R., of Lexington. His religious affiliations are with the Orthodox Congregational Church.

In politics Mr. Bayley has always been a Republican, and in 1909 and again in 1910, when he was reëlected without an opposing vote, he was a member of the Massachusetts

House of Representatives, where his sound judgment and ability as a speaker and debater won for him a place among the ablest members of that body. To him more than to any one else is due the credit for the enactment of the measure known as the "Safe and Sane Fourth of July" law which ended the manufacture and sale in Massachusetts of death-dealing firecrackers and bombs, and in recognition of his leadership in this matter, Governor Draper presented him with one of the pens with which the bill was signed. As a member of the Committee on Railroads, he was a close student of all transportation questions affecting the interests of the Commonwealth. He drafted and urged the passage of the first bill for a tunnel connecting the North and South stations in Boston, and his speeches on transportation matters were among the ablest heard in years on Beacon Hill. The following are some of the current newspaper estimates of his work as a legislator:

"Bayley is one of the leaders in the House, one of its best orators."

"He is of a class of men rarely found, unfortunately, willing to give their time and their splendid talents to the service of their fellows in public service."

"He has shown himself one of the ablest and most fearless and aggressive legislators that has sat in either branch of the Massachusetts Legislature for many years; he, like all strong men, possesses deep convictions, and one is sure to admire and respect him."

"Representative Bayley has won for himself an enviable reputation as one of the really powerful men in the affairs of State legislation."

During Mr. Bayley's first legislative term the Massachusetts State Board of Insanity contracted for land near Lexington Center on which to erect an asylum. Mr. Bayley aroused the citizens to an appreciation of the disadvantage of such a location and led in the successful efforts which prevented its fulfillment. For this important service he received a public vote of thanks in town meeting.

In connection with the celebration of the 150th anniversary of the settlement of the Town of Newbury, Vermont, held in August, 1912, Mr. Bayley planned and secured the erection of a large and impressive granite monument, suitably inscribed and prominently located on the village common to commemorate the life and public services of his distinguished ancestor, General Jacob Bayley above referred to. The monument was dedicated as a part of the anniversary exercises and Mr. Bayley delivered the dedicatory address.

Mr. Bayley was married June 15, 1892, to Lucia A., daughter of Doctor Eustace V. and Emily (Tenney) Watkins, of Newbury, Vt., and they have one daughter, Marian Vesta Bayley.

Mr. Bayley has always been fond of horses and until the advent of automobiles, his chief out-of-doors recreation was horseback riding and road and speedway driving; he has now, however, become an enthusiastic automobilist.

Mr. Bayley has, for many years, been a great admirer of Daniel Webster, maintaining that no other one American has stood preëminent as a lawyer, an orator and a statesman, and it has been one of his pastimes to collect portraits of Webster, until today he has the largest collection of Websterian pictures ever gathered together, and his law offices are also a Webster picture gallery.

Mr. Bayley believes that the best preparation for success is as broad and thorough an education as possible; a determination to be honest and fair with one's self and others; a purpose to do one's best earnestly and enthusiastically and a willingness to work and not shirk.

HON. GUY W. COX

Guy W. Cox, of the legal firm of Butler, Cox, Murchie & Bacon, was born in Manchester, N. H., January 19, 1871. Dart-



HON. GUY W. COX

mouth College conferred the A.B. degree upon him in 1893, and A.M. in 1896. The same year he graduated magna cum laude from the Boston University Law School. Since admission to the Bar he has practiced in Boston, specializing in life insurance, street railways and gas companies. For many years Mr. Cox was interested in city and state politics, and held many positions of trust. He was a member of the Boston Common Council in 1902, Representative from the 10th Suffolk District in the Massachusetts Legislature in 1903 and 1904, and Senator from the 5th Suffolk District in 1906 and 1907. He also served as Chairman of the delegates to the National Tax Conference in 1907, and Chairman of the Commission on Taxation for Massachusetts in 1907. Mr. Cox is a trustee of the Boston and Worcester Electric Companies, and vice-president and trustee of the Merrimac Valley Electric Company. He is a member of the American Bar Association, the Massachusetts Bar Association, the Boston Bar Association, the Social Law Library, and the University, New Hampshire, Wollaston and Republican Clubs. His offices are at 77 Franklin Street.

HOLLIS R. BAILEY

Prominent among the able lawyers of Boston is Hollis R. Bailey, son of Otis and Lucinda Alden (Loring) Bailey, both of English stock, the paternal branch having been established in America by James Bailey, who settled in Rowley about 1640. John Bailey of the second generation perished in the expedition against Canada in 1690, and Samuel Bailey of the fifth generation was killed at the battle of Bunker Hill. The maternal side dates from 1635, when Thomas Loring settled in Hingham. The mother was also a direct descendant of John Alden. Mr. Bailey was born February 24, 1852, at North Andover and received his preparatory education at Phillips (Andover) Academy. He graduated A.B. from Harvard in 1877, obtaining the LL.B. degree in 1878, and the degree of A.M. in 1879. He was admitted to the Bar in 1880, since which time he has figured in much important litigation. He is a member of the Massachusetts Bar Association, the Boston Bar Association, the American Bar Association, and Chairman of the State Board of Bar Examiners and of the Board of Commissioners for the Promotion of Uniformity of Legislation in the United States. He was married February 12, 1885, to Mary Persis Bell, daughter of ex-Governor Charles H. Bell of Exeter, N. H.



HOLLIS R. BAILEY

WILLIAM R. SCHARTON

William R. Scharton of the law firm of McVey, Scharton & McVey, 40 Court Street, was born in Aarau, Switzerland,



WILLIAM R. SCHARTON

November 15, 1874. At a very early age, accompanied by his mother he came to the United States and settled in Virginia.

He received his preliminary education at Monticello Military Academy, subsequently entering Yale University and completing his legal education at New York University Law School. At the termination of his law studies he commenced practice in Hartford, Connecticut, but also maintained an office in New York City, having been admitted as a member of the Bar of both Connecticut and New York. In 1905 he removed to Boston and has since continually appeared before the courts of Massachusetts.

Mr. Scharton's practice, while embracing practically the whole field of the law, has in a great measure been confined to criminal and probate cases and he has conducted a number of important trials. The one case, however, with which his name is more closely identified than all others is the famous Russell case in which he appeared as counsel for "Dakota Dan." This case presented one of the strangest situations ever brought to the attention of a judicial tribunal. The case involved a question of identity between two individuals, each claiming to be Daniel Blake Russell of Melrose, Mass., and the heir to the large Russell fortune. The case occupied 164 trial days and 140 witnesses were examined. The finding of the court was against Mr. Scharton's client and in favor of the so-called "Fresno Dan."

By a judicial adjudication the Russell case was terminated, but one strange feature has never yet been satisfactorily explained, and that is, why if Dakota Dan was found to be an "impostor and perjurer," that no criminal action was ever undertaken against him even though every effort was made both by Mr. Scharton and Dakota Dan, himself, to have the latter indicted in order that a jury of twelve men might determine the question as to the legitimacy of the claimant's identity. The Russell case resembled the famous Tichbourne case tried in England, except that the English courts followed out their decree to its logical conclusion by punishing criminally those whom they had legally adjudicated criminals. Dakota Dan Russell's rights were never determined by a jury.

Mr. Scharton resides in Reading, Mass., where he owns and occupies the extensive Patricia Farm, and where he forgets his legal cares by diverting them to the raising of fancy fowl.

EVERETT WATSON BURDETT

Everett Watson Burdett, senior member of the law firm of Burdett, Wardwell & Ives, was born in Mississippi of Northern parents, April 5, 1854. His earliest ancestor in this country was Robert Burdett, who came from England and settled in Malden, Mass., prior to 1653. Graduating from the Boston University Law School in 1877, Mr. Burdett began practice, in 1878, in Boston, in the office of Charles Allen, afterwards a Justice of the Supreme Judicial Court. He then served for a time as Assistant United

States Attorney for the District of Massachusetts, but since 1881 has devoted himself exclusively to private practice. He has acted as general counsel of the Massachu-



EVERETT W. BURDETT

setts Electric and Gas Association since its organization in 1889, and of the National Electric Lighting Association since 1909. He has also been counsel for the Boston Edison Company for many years and for many other public service companies in Massachusetts and elsewhere, including the United Gas Improvement Company of Philadelphia, the Massachusetts Electric Companies, the Massachusetts Street Railway Association, the Fitchburg Railroad Company and others, and was for five years special master in the suit of the Western Union Telegraph Co. *vs.* the American Bell Telephone Co., in which his finding of several million dollars damages for the plaintiff was sustained by the Federal Courts. He is the author of numerous addresses and papers upon the theory and practice of municipal ownership and other public utility questions. He has for many years been a member of the Council of the Bar Association of the City of Boston, and is a member of the American and Massachusetts Bar Associations. He is a director or trustee in the Boston Edison Company, the Champion International (paper) Company, the Boston Five Cents Savings Bank, the Massachusetts Electric Companies and the Massachusetts Homœpathic Hospital, and has been the lecturer on medical jurisprudence in the Boston University School of Medicine for twenty years. He is a Republican in politics, and was one of the organizers of the Republican Club of Massachusetts, and served as president of the Republican City Committee in 1893-1894. His clubs are the Algonquin, Exchange, City, Country, Engineers, Curtis and Beverly Yacht Clubs. He married Maud Warner of Boston, and has two children, Marion, wife of Prescott Bigelow, Jr., and Paul Burdett, both residing in Boston.

HORATIO NELSON ALLIN

Horatio N. Allin was born in Guildhall, Vt., August 7, 1848, and was educated at the Gorham Seminary, Maine and Dartmouth College. He was a Professor in the University of Tokio, Japan, from 1874 to 1877, and upon his return to this country he entered Harvard Law School, from which he graduated in 1879. He began practice at Waltham and Boston and has offices at 15 Beacon Street. Mr. Allin comes of an old New England family, the first American forbear coming here from England in the seventeenth century. He is a member of the Middlesex and Norfolk Bar Associations, the Odd Fellows, and was for three years a member of the Board of Aldermen of Waltham.



HORATIO N. ALLIN

RANDOLPH FROTHINGHAM

Randolph Frothingham, of the law firm of Channing & Frothingham, was born November 24, 1883. After taking the degree



RANDOLPH FROTHINGHAM

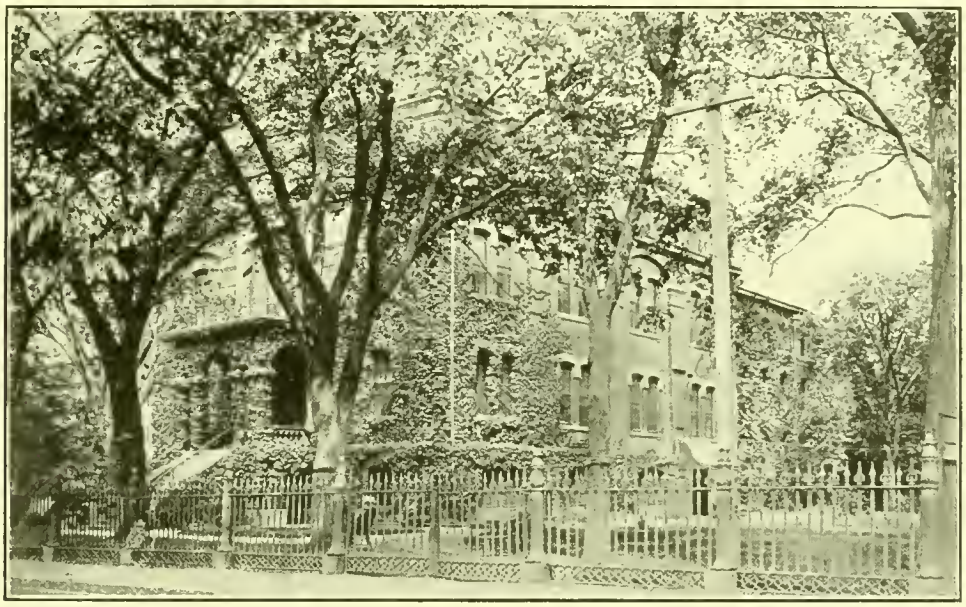
of A.B. at Yale in 1905, he later entered the Harvard Law School and obtained the LL.B. degree with the class of 1908. He was admitted to the Suffolk Bar in 1907, and became associated in a legal capacity with the original Boston Finance Commission. For two years he was associated with the law firm of Tyler & Young, now Tyler, Corneau & Eames, where he remained until he formed his present partnership in 1910, with Henry M., son of Dr. Walter Channing of Brookline. Mr. Frothingham is descended from old New England ancestry, his paternal forbear being William Frothingham, who established the American branch of the family in 1630, while his maternal progenitors first arrived in 1629. He is a member of the American Bar Association, the Massachusetts Bar Association and the Bar Association of the City of Boston, the Harvard Club of Boston, the Yale Clubs of Boston and New York, the Boston City Club and the Eastern Yacht Club of Marblehead. He is a director of the American Core Twine Company, and an active member of the Chamber of Commerce, and, as such, was one of the invited party that went abroad in 1911, preliminary to the 5th International Congress of Chambers of Commerce of the World, held in Boston, 1912, of which he was a member of the organizing committee, and was a delegate to the 6th International Congress held in Paris in 1914. Mr. Frothingham's practice is a general one, and his offices are at 18 Tremont Street.

RICHARD WASHBURN CHILD

Richard Washburn Child, who has attained prominence in law and as an author, was born at Worcester in 1881. He obtained degrees at Harvard College and Harvard Law School in 1903 and 1906 and was Class Officer and Ivy Orator. In 1907, after a year as Washington correspondent, he began independent practice of law. He was interested in the management of public service corporations from 1908 until 1913 but is now in the active practice of his profession and business administration. His books are: "Jim Hands" (Macmillan), 1911; "The Man in Shadow" (Macmillan), 1912, and "The Blue Wall" (Houghton Mifflin Co.), 1912. He is a constant contributor to magazines. Mr. Child is a member of the St. Botolph, Union Boat, Harvard Clubs of Boston and National Press Club of Washington. His ancestry is wholly New England. He never sought political office but interest in certain principles for state administration led him to manage the campaigns for governor of Charles Sumner Bird, who was a gubernatorial candidate.



RICHARD W. CHILD



HOME FOR AGED MEN, 133 WEST SPRINGFIELD STREET, BOSTON

HON. CHESTER W. CLARK

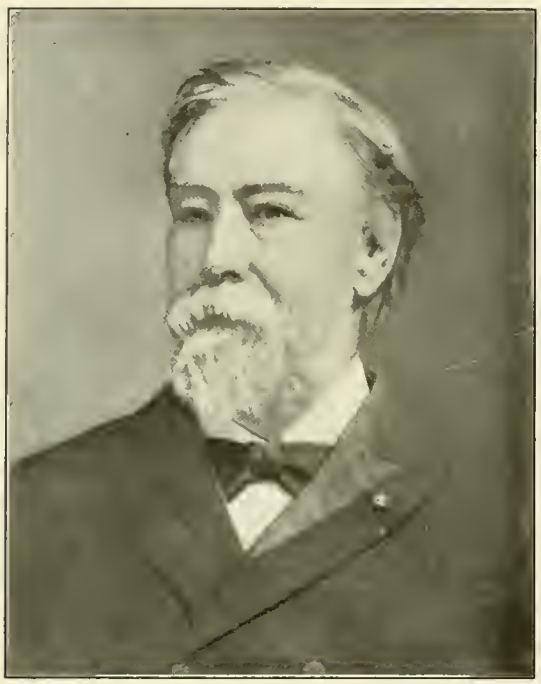
Chester W. Clark, lawyer and legislator, was born in Glover, Vermont, and was educated at the Orleans Liberal Institute, Vermont, and the Phillips (Exeter) Academy. After the completion of his studies in law, he was admitted to the Massachusetts bar, March 12, 1878, and shortly afterwards to the United States district and circuit courts. He has practiced in Suffolk and Middlesex County courts and has maintained offices in the Equitable Building. Mr. Clark was a member of the Massachusetts House of Representatives in 1901, serving on the committee on the judiciary. During the years 1904, 1905, 1906, he was a member of the State Senate and acted as chairman of the joint committee on the judiciary and as chairman of the joint committee on public lighting. In committees and on the floor of the Senate he strongly advocated, and was largely instrumental in the adoption of the act relating to the identification of criminals by the aid of finger prints; the act relating to the release without arraignment in court of persons arrested for drunkenness; the act providing for the enlargement of the court house in Boston by increasing its height instead of taking land and constructing a separate building; and the act providing for the so-called sliding scale of the price of gas in the city of Boston. He also served as a member of the legislative committee appointed to revise and consolidate the Public Statutes of Massachusetts in 1901.



HON. CHESTER W. CLARK

HOMER BAXTER SPRAGUE

Homer Baxter Sprague, educator, lecturer and author, is descended in direct line from William Sprague, one of the three



HOMER BAXTER SPRAGUE

Spragues who founded Charlestown, Mass., in 1628. He was born in Sutton, Mass., Oct. 19, 1829. He was educated at Leicester, where he was valedictorian in 1848, and at Yale, where he was class valedictorian and graduated A.B. in 1852, and A.M. in 1855. He studied in the Yale Law School in 1853-4, and afterwards at Worcester. He was principal of the Worcester High School, 1850-61. He practiced law briefly in New Haven, but relinquished it to enter the Union army. He raised two companies, and was successively commissioned Captain, Major, Lieut.-Colonel, and Colonel. He was wounded in battle, and was a prisoner of war from September, 1864, to February, 1865. Thenceforward he devoted himself exclusively to educational matters; became principal of the Connecticut Normal School; House chairman of Committee on Education in the Connecticut legislature; professor of rhetoric and English literature in Cornell University; principal of the Adelphi Academy, Brooklyn; head master of the Girls' High School, Boston; founder and first president of the earliest summer school, the Martha's Vineyard Summer Institute; president, Mills College; president of the University of North Dakota; professor, Drew Theological Seminary; president American Institute of Instruction; president of the North Dakota Teachers' Association; first president of the Boston Watch and Ward Society; member of many fraternities, including Psi Upsilon, Scroll and Key; Grand Senior President of Alpha Sigma Phi; Yale Phi Beta Kappa, Pilgrim Society; formerly director American Peace Society, now Massachusetts Peace Society. He is author of many published essays, lectures, and volumes, and has annotated many masterpieces. He was awarded the degree of Ph.D. by the University of New York in 1873; LL.D. by Temple University, and again by the University of North Dakota in 1916.

CHARLES HOMER SPRAGUE

Charles Homer Sprague, lawyer, was born in New Haven, Conn., July 21, 1856, the son of Homer B. and Antoinette E. (Pardee) Sprague. He was educated at the Adelphi, Brooklyn, N. Y., and studied law in New York City, afterwards graduating LL.B. from the Boston University Law School. He has been engaged in the practice of law in Boston since 1878, and was a member of the Newton, Mass., Board of Aldermen in 1895–96. Mr. Sprague was married August 11, 1877, to Jennie Starbuck of Cincinnati, Ohio, the union bringing two children, Genevieve B., now Mrs. Everett W. Crawford, and Starbuck Sprague. He is a member of the American, Massachusetts and Middlesex Bar Associations, Mercantile Library Association, the American Whist Association of which



CHARLES HOMER SPRAGUE

he was formerly president, and the Old Planters Society. He also holds membership in the Boston Press Club, Newton Boat and Hunnewell Clubs. His offices are at 15 Beacon Street.

JOSEPH P. WALSH

Joseph P. Walsh, who as senior counsel has conducted some important cases in both the civil and criminal courts, was born in Boston, October 1, 1875, and was educated in the public schools, Boston College and Harvard Law School, obtaining his degree from the latter in 1900, being admitted to the Bar the same year. While a student at the Boston College, he was a class officer and captain of the football team, and still retains membership in the various college and dramatic societies. Mr. Walsh practices alone at 43 Tremont Street and is distinctively a trial lawyer, handling many personal injury cases. He is a member of the Harvard Club, the Boston Athletic Association and the Knights of Columbus. He is a collector of old prints, etchings and rare engravings, and has a large library that contains many first editions of choice books.



JOSEPH P. WALSH

Boston's Chamber of Commerce has grown into one of the greatest and most active commercial bodies in America and it has played a leading part in advancing the interest of trade and commerce in the city.

NATHAN HEARD

Nathan Heard, senior member of the prominent patent law firm of Heard, Smith & Tennant, formerly Crosby & Gregory, graduated in 1893 at Worcester Polytechnic Institute. Holds degrees of B.S., LL.B., LL.M. and M.P.L. He is a member of the Bar of the Massachusetts and United States Supreme Courts and has been for many years in active practice in the Federal Courts, particularly in patent and trade mark cases, upon which he is a recognized authority. Member of Exchange and Boston City Clubs, Cosmos Club of Washington, Tuesday, Eight O'clock and Civic Clubs of Newton, Boston Chamber of Commerce, Appalachian Mountain Club, American and Boston Bar Associations, Alderman of Newton 1910-1912. Married Florence Wilhelmina Ruggles of Halifax, Nova Scotia, and has four children. Office, Old South Building.



NATHAN HEARD



LYON WEYBURN

LYON WEYBURN

Lyon Weyburn, lawyer, born October 10, 1882, son of S. Fletcher and Flora (Lyon) Weyburn; descendant of Weybournes, baronets, of Kent County, England, and of Boston 1648, large property owners; maternal forbears early residents of Boston (grandfather of Revolutionary ancestor buried in old Roxbury Cemetery). Mr. Weyburn married Miss Ruth Anthony of Boston, daughter of the late S. Reed Anthony, of Tucker, Anthony & Co., bankers.

Mr. Weyburn received his A.B. from Yale in 1905 and his LL.B. from Harvard Law School in 1908. He was admitted to the Massachusetts Bar in 1907, and began practice in the offices of the late ex-Governor John D. Long and Alfred Hemenway. He is director and president of the American Core-Twine Company, cordage manufacturers, and is counsel and director in a number of corporations; was Legislative Counsel for the Boston Charter Association in 1912 and in 1913; counsel for the Boston Chamber of Commerce on fire hazard before the Boston City Council; counsel in charge of the New England Milk Investigation; author of "The Importance of the Dairy Industry to the Citizenship of New England"; speaker on the subject at the Twentieth Century Club of Boston and mass meetings in New England; speaker on Fire Prevention at mass meeting in Faneuil Hall, presided over by Governor Walsh on the anniversary of the Great Boston Fire; former member of executive committee Citizens' Municipal League, committees of Good Government Association and committees of Boston Chamber of Commerce; official delegate American European tour, 1911; member organizing committee International Congress of Chambers of Commerce, Boston, 1912; official delegate International Congress of Chambers of Commerce, Paris, France, June, 1914.

Mr. Weyburn is a member of the American Bar Association, Boston Bar Association, Boston City Club, Boston Harvard, New York Yale, Boston Yale, Algonquin, Eastern Yacht, and Norfolk Hunt Clubs. His Boston home address is 113 Commonwealth Avenue. His law offices are at 53 State Street.

WILLIAM E. McKEE

William E. McKee, who in addition to his legal practice, is interested in several industrial corporations, was born in Piqua, Ohio, and received his preparatory education in the High School at Scranton, Pa. A few years later he came to this city and entered the Boston University Law School. He graduated *cum laude* in 1909, and was admitted to the bar the same year. He began practice in the law offices of Melvin O. Adams and Henry V. Cunningham, and was subsequently connected with the office of Harvey N. Shepard. Since 1913, he has had his own office, in conjunction with Lyon Weyburn, in the Exchange Building, 53 State Street. During his student days he was elected secretary of his class at the Boston University Law School; in 1910 he received the degree of LL.M., and was instructor at the same institution during 1910-1912. He was president of Ward 10 Good



WILLIAM E. McKEE

Government Association in 1913. He is a Republican in politics, is a Mason, hailing from Aberdour Lodge of Boston, and holds membership in the Chamber of Commerce, the Boston Credit Men's Association and the Gamma Eta Gamma fraternity. He resides on Centre Street, Newton, Mass.

From the lawyers of Boston have been drawn Presidents of the United States, Foreign Ministers and Ambassadors, Members of the Cabinet, Justices of the Supreme Court of the United States and members of many important commissions.

IRVIN McDOWELL GARFIELD

Irvin McDowell Garfield, son of Hon. James A. Garfield, twentieth President of the United States, was born in Hiram, Ohio, August 3, 1870, and was educated at St. Paul's School, Concord, N. H., Williams College, A.B., '93, and the Harvard Law School, LL.B., '96. He was admitted to the Bar in 1896 and entered the offices of Proctor & Warren, becoming a partner in 1901, since which time the firm has by successive changes become Warren, Garfield, Whitesides & Lamson, specializing in corporation work, particularly street railways. Mr. Garfield is vice-president and director of the Guantanamo & Western R. R. Co., director of the Winnisimmet R. R. Co., and of Boston and Chelsea R. R. Co. He is treasurer of the Sunnyside Day Nurery and was appointed by Governor Draper a member of the corporation and trustee of the Peter Bent Brigham Hospital from 1909 o 1915 and was reappointed by Governor Walsh from 1915-1921. His offices are at 30 State Street.



IRVIN M. GARFIELD

HON. WILLIAM F. WHARTON

Hon. William Fisher Wharton, who was Assistant Secretary of State, of the United States, under the late Hon. James G. Blaine, during the Harrison administration, was born in Jamaica Plain, Mass., June 28, 1847. He also studied law in the office of John Codman Ropes and John C. Gray, was graduated from Harvard College in 1870, and from the Harvard Law School in 1873, and, after a two years' tour of Europe, took up the practice of law in Boston. He was a member of the Common Council from 1880 to 1884, and a representative to the Massachusetts Legislature from 1885 until 1888. In 1889, he was appointed by President Harrison, Assistant Secretary of State, of the United States, serving from 1889 until 1893. Mr. Wharton is one of the most successful lawyers at the Suffolk County Bar. At college he won honors in Greek and Latin and in ancient history. He has been a frequent contributor to legal literature, and edited and annotated the last edition of "Story on Partnership." He is a member of the Middlesex, Somerset and City Club corporations. Mr. Wharton was married October 31, 1877, to Fanny, daughter of William Dudley and Caroline (Silsbee) Pickman of Boston. By this union there was one son, William P. Wharton. His second marriage, contracted some years after his first wife's death, was to Susan Carberry Lay, on February 10, 1891, the children being Philip, and Constance Wharton, now Mrs. Henry St. John Smith of Portland. Mr. Wharton's offices are at 50 State Street.



THE FAMOUS ADAMS HOUSE IN QUINCY

HON. GEORGE HOLDEN TINKHAM

George Holden Tinkham, attorney, who has been for many years active in city, state and national politics, was born in Bos-



HON. GEORGE H. TINKHAM

ton, October 29, 1870. He was educated at the Chauncy Hall and Hopkinson schools and was graduated from Harvard College in 1894, and attended the Harvard Law School. He was admitted to the Massachusetts Bar in 1899 and has practiced his profession alone since that time, with offices in Barristers Hall. Mr. Tinkham, besides the active practice of law and the management of several large estates, of which he is trustee, has also been very active in politics. He was a member of the Boston Common Council in 1897 and 1898, the Boston Board of Aldermen in 1900, in 1901 and in 1902, and in 1910 he was elected to the Massachusetts State Senate, and served in that body for three terms. While a member of the legislature he was identified with some of the most important and advanced legislation during the term of his service. He is the author of the second part of Section 22 of the National Federal Reserve Act, forbidding directors, officers and employees of national banks from profiting through transactions made by their banks; of the Massachusetts statute for the prevention of industrial accidents and occupational diseases; of the system of the State Commission Control of "small loan" makers; of the amendment to the Massachusetts Constitution giving authority to the legislature to submit a law by referendum to the people of the entire state; of the Massachusetts Commission on Economy and Efficiency; of the present twenty-five-year "subway" leases in the City of Boston, and introduced into Massachusetts the system of licensing and inspection of farms to insure a pure milk supply. Mr. Tinkham's years of experience in legislation and his legal training led to his selection as a representative of the 64th Congress from the 11th Massachusetts district on November 3rd, 1914. Mr. Tinkham is a member of the Society of Mayflower Descendants and many of Boston's clubs and fraternal organizations. He is president of the Washington Home and director of the Federal Trust Company.

JAMES W. SPRING

James W. Spring, member of the Suffolk County Bar, was born in Boston, December 15, 1876. He was educated in the public schools and deciding upon a legal career, entered the Harvard Law School. He graduated in the Class of '97 with the LL.B. degree, and after admission to the Bar, became connected with the legal firm of Long & Hemenway, of which Hon. John D. Long, then Secretary of the Navy, was senior member. Mr. Spring afterwards practiced his profession alone and now has offices in the Tremont Building. His legal work is of a general character and he has appeared in many important cases. Mr. Spring is a Republican in politics but has never sought or held public office. He is a member of the Union Club, Harvard Club of Boston, Harvard Club of New York, Abstract Club and the New England Historic Genealogical Society. He resides at Newton Centre.

HON. JAMES W. McDONALD

Hon. James W. McDonald, who is prominent in Boston's legal circles and in the social and political life of Marlboro, where



HON. JAMES W. McDONALD

he resides, was born in that city May 15, 1853, the son of Michael and Jane McDonald. After graduating from the High School he pursued his education under private tuition and then entered upon the study of law, and, passing the necessary examinations successfully, was admitted to the Middlesex Bar. He began the practice of his profession at once in his native town and was chosen Town Counsel of Marlboro, and upon the incorporation of the city was appointed City Solicitor, in which office he served continuously for twenty-four years. He was also a member of the School Committee for twelve years. He was elected to the Massachusetts House of Representatives in 1880, and served on the committees on liquor laws and constitutional amendments. He was a member of the State Senate in 1891, from the Fourth Middlesex District, and was chairman of the committee on manufactures which reported the original municipal lighting act. He was also a member of the committees on constitutional amendments, probate and insolvency, the special committee on congressional redistricting, and the special committee which sat during the recess on the forming of a general city charter and which reported a bill adopted by the Legislature of 1892. Upon his reëlection to the Senate in 1892, Mr. McDonald served as a member of the committees on judiciary and as chairman of the committee on constitutional amendments and on the special recess committee on the revision of the judicial system of the State. After the expiration of the legislative session in 1892, Mr. McDonald was appointed chairman of the Board of Gas and Electric Light Commissioners; after serving two years on this Board he resigned to resume the practice of law, and was the Democratic candidate for Secretary of the Commonwealth on the ticket of 1893. In 1896 Mr. McDonald was appointed Justice of the Police Court of Marlboro, over which he still presides. He has also held the office of Trustee of the Massachusetts Training Schools since 1905.

Mr. McDonald's offices are in the Sears Building and he still makes his home in Marlboro, where he has resided since his birth. An important part of Mr. McDonald's law practice has been in connection with municipal and public service corporation matters.

WILLIAM HENRY BROWN

William H. Brown, attorney, of 30 State Street, was born at Ashland, Ky., October 24, 1859, the son of Daniel and Anna Maria (Abbott) Brown.

He was educated at the Bridgewater Normal School (four years) and afterwards entered the Boston University Law School, from which he graduated (*cum laude*) in 1886. He was admitted to the Bar the same year and began practice at once at 85 Devonshire Street, Boston.

HON. JOHN JOSEPH HIGGINS

The life story of John J. Higgins should be an inspiration for every struggling boy in the country. Briefly told, it illustrates



HON. JOHN J. HIGGINS

how courage and determination will overcome all obstacles. He was born in the North End of Boston, May 17, 1865, and at the age of seven was working as a breaker boy in a Pennsylvania coal mine. Two years later he was employed in Boston and, losing his parents when he was ten years old, was sent to work on a farm in Madbury, New Hampshire, for his board and clothes, being allowed to attend the district school during the winter term. In the fall of 1884, he went to Exeter and worked his way through Phillips Academy, graduating in 1887. The following fall he entered Harvard Law School, and graduated in 1890 with the degree of LL.B. He began the practice of law at once in Boston and was associated with the late Richard Stone from 1892 until 1906. In 1892, Mr. Higgins moved to Somerville, where he served three years as alderman, the last year as president of that body and ex-officio member of the School Committee. He was a member of the House of Representatives in 1906 and 1907, serving on the Judiciary Committee. He was also on the Special Recess Committee on Insurance and chairman of the Committee on Constitutional Amendments. While in the Legislature he drew the Anti-Bucket Shop Bill and led the fight for its enactment. He also led the fight on the Anti-Shoe Machinery Bill, the Shyster Lawyer Bill, the Warehouse Receipts Bill, the Bills of Sale Act, and the fight against the railroad merger.

Mr. Higgins was twice elected district attorney of Middlesex County, holding the office from 1908 until 1914.

While a member of the House of Representatives, Mr. Higgins' course was almost universally commended. The *Lynn Item* said of him: "In the legislature he was a magnetic Republican floor leader in the house," while *Practical Politics* thus eulogized him: "He has a public record to his credit that none of his rivals can boast of. He is known as one of the ablest lawyers in the Commonwealth, and he made an exceptional record as the prosecuting officer of Middlesex County, which the people of the State have surely not forgotten. He is able, aggressive and popular." The *Somerville Journal* said: "In a little more than one year of legislative service, he has won a high reputation for clear thinking, decisive action, forceful arguments and boundless courage. . . . Those who know him best are the most ardent believers in his character, ability and political future." The *Boston Journal* pronounced him, "One of our ablest and straightest legislators," and the *Boston Transcript* said, "Higgins is universally popular with Republicans and Democrats alike. Not only is he universally liked, but he is highly esteemed for his honesty and ability." His course as prosecutor led the *Waltham Free Press Tribune* to editorially declare, "There has not been a district attorney of Middlesex County within the memory of living men, and possibly not in the history of the county, who has had so many important

cases in the same time as Mr. Higgins has. He has conducted them in a manner which has won him the encomiums of his fellow members of the Bar and of the police officials with whom he has been associated." The *Boston Journal*, commenting on this same service, said, "While he has been in office, Mr. Higgins has shown remarkable ability both as a criminal investigator and trial lawyer. . . . As a trial lawyer, District Attorney Higgins showed great resource. Astute and deliberate, his manner of trying cases has attracted widespread attention, and has been marked by eminent fairness, which has stood above all else. He has taken rank with the foremost legal fighters of the day, and during his term of office has successfully coped with the greatest criminal attorneys of the State. While in the Legislature he was considered as one of the most powerful men on the floor, and few measures he advocated failed to be passed."

Mr. Higgins is a member of the Massachusetts Consistory, 32nd degree, of the Aleppo Temple of the Mystic Shrine, and of the Somerville Lodge of Elks. He was married in Somerville, June 30, 1907, to M. Isabel Goldthwait, and has one son, Robert P. Higgins.

DONALD MACKAY HILL

Donald M. Hill, member of the legal firm of Blodgett, Jones, Burnham & Bingham, was born in Brookline, November 1, 1877, the son of William H. and Sarah Ellen (May) Hill. He attended the Berkeley School and Harvard College, graduating from the latter in 1898, after which he entered the Harvard Law School. He received the LL.B. degree in 1901 and was admitted to the Bar the same year. Mr. Hill began his legal career with Carver & Blodgett, afterwards becoming a member of the firm of Bingham, Smith & Hill, and eventually forming his present connection, with offices at 60 Federal Street, the firm being engaged in general practice and making a specialty of marine and corporation law. Mr. Hill comes of old New England stock, his ancestors settling at Kittery, Maine, in 1645. He is president of the Renfrew & Hansohoe Manufacturing Co. and a director in a number of corporations. He is a member of the Exchange Club, the Harvard Club of Boston, the Brae Burn Country Club, and the Bostonian Society. Mr. Hill was married June 11, 1902, to Annie N. Turner, of Brookline, and has two sons, Donald Mackay, Jr., and Malcolm Turner Hill. His residence is in Waban.

Boston leads the nation in a number of great industries, of which wool, woolen goods, textiles, fish and leather are a few.

HON. C. AUGUSTUS NORWOOD

Hon. C. Augustus Norwood was born in Hamilton, Mass., August 21, 1880, the son of Caleb J. and Martha A. (Dane) Norwood. He graduated from Harvard A.B. and LL.B., and was admitted to the Massachusetts Bar in 1905, and has since practiced in Boston. He held many local offices in Hamilton and was a Republican member of the House of Representatives during 1911 and 1912 sessions and of the Senate during 1913, 1914 and 1915 sessions, where, as Chairman of the Judiciary Committee in 1915, he was Floor Leader. He is vice-president of the National Bank, Ipswich, director Co-operative Bank, Ipswich, and Massachusetts Trust Co., Boston. He is a Commandery Mason and member of the American Bar Association and several clubs and societies. He was married March, 1916, to Elisabeth F. Gragg, of Brookline, where they now reside.



HON. C. AUGUSTUS NORWOOD

ROBERT P. CLAPP

Robert P. Clapp, of Johnson, Clapp & Underwood, one of the well-known legal firms of the city, was born in Montague,



ROBERT P. CLAPP

Mass., October 21, 1855, a direct descendant in the ninth generation of Captain Roger Clapp, who headed the company that settled Dorchester in 1630. He graduated from Harvard College in 1879, and from the Harvard Law School in 1882. While a student he acted as a reporter on the Boston *Daily Advertiser*, and also took up stenography, in which he became very proficient. Mr. Clapp was admitted to the Suffolk Bar in 1883, while in the Boston office of Senator Bainbridge Wadleigh of New Hampshire. For seven years following 1887, nearly all of his time was devoted to the Thompson-Houston Electric Co. and the General Electric Co., of whose commercial law departments he had general charge. He returned to general practice in 1894, at that time organizing with Benjamin N. Johnson and W. Orison Underwood, the present firm. Mr. Clapp is a trustee of the Williston Seminary and a director of several successful business corporations. He was treasurer of the Middlesex Bar Association for ten years after its organization in 1899, subsequently serving as vice-president and being elected president in 1914. He resides in Lexington, where he has held various local elective offices. He is a member of the St. Botolph, Union and Harvard Clubs. Mr. Clapp was married October 28, 1886, to Mary Lizzie, daughter of Ex-Mayor Charles H. Saunders of Cambridge, and they have two children, Lilian S., who graduated from Smith College in the class of 1914, and Roger S. Clapp, who graduated from Phillips (Exeter) Academy in 1915, and is now a freshman at Harvard.

OSCAR STORER

Oscar Storer of the legal firm of Stebbins, Storer & Burbank was born at Morrill, Me., September 14, 1867. After a preliminary education in Bucksport, Me., he entered Boston University, graduating from the academic department in 1892, and the law department, magna cum laude, in 1895. He was admitted to the Bar the preceding year, and has since been engaged in general practice, most of which is of a civil character. He has been an instructor at the Boston University Law School, in some capacity, ever since graduation, having taught at various times sales, torts and constitutional law. Mr. Storer is a member of the Masonic order and was nominated for the thirty-third degree at the last conclave held in Boston. He also holds membership in the Odd Fellows, Knights of Pythias and the Delta Tau Delta and the Phi Delta Phi Fraternities.



OSCAR STORER

ARTHUR ELMER DENISON

(DECEASED)

Arthur E. Denison, who died May 18, 1910, was one of Boston's best known lawyers and one of Cambridge's most highly



ARTHUR E. DENISON (DECEASED)

respected citizens. He was born in Burke, Vermont, December 5, 1847, and was educated at the Westbrooke Seminary and Tufts College. He graduated from the latter with the B.A. degree in 1869 and had the M.A. degree conferred upon him in 1907. While a student at Westbrooke he enlisted in the U. S. Army, April 8, 1864, and after three months service in Kittery, Maine, was mustered out with the rank of sergeant. He resumed his studies in the fall of 1865 and after graduation he founded and became the first cashier of the Norway (Vt.) National Bank. Resigning this position he went to Portland, Me., and studied law in the office of Hon. Wirt Virgin, later an Associate Justice of the Supreme Court of Maine. After admission to the Maine Bar he came to Boston and continued practice here until the time of his death. Mr. Denison came of old New England stock and was the son of Lucius and Adelaide (Hobart) Denison. He married Ida E., daughter of Dr. Ward E. Wright of Cambridge, the union bringing two children, a daughter who died, and Arthur W. Denison, who was associated with his father in legal work. Mr. Denison was a member of the Masonic Fraternity, University Club, Colonial Club, a trustee of Tufts College and past president of the Universalist Club of Boston.

Arthur W. Denison, son of Arthur E. and Ida (Wright) Denison, was born in Cambridge, Mass., December 3, 1878. He graduated from Harvard in 1903 and the year following entered the law offices of Denison, Drew & Clarke, of which his father was senior member. Mr. Denison now practices alone at 68 Devonshire Street. He is a member of the Corinthian Yacht, Economic, Harvard and University Clubs, and of the Pi Eta Society.

As early as 1624 a cargo of fish was shipped by the Puritans from Boston to England.

BOYD B. JONES

Boyd B. Jones, lawyer, was born in Georgetown, Mass., October 13, 1856. He graduated A.B. from the New London Literary and Scientific Institute in 1874 and the Boston University Law School conferred the LL.B. degree upon him in 1877. He began practice in Haverhill, Mass., where he resides, in 1877, and in Boston in 1897.

He was assistant district attorney of Essex County for one year, and City Solicitor of Haverhill for the same period.

He served as a member of the Massachusetts Ballot Law Commission for three years, and in 1897 President McKinley appointed him United States Attorney for the District of Massachusetts.

Mr. Jones is a member of the law firm of Hurlburt, Jones & Cabot, with offices at 53 State Street.



WILLIAM HENRI IRISH
LAWYER
244 WASHINGTON STREET

HON. EDWARD LAWRENCE LOGAN

Hon. Edward L. Logan, Justice of the Municipal Court, South Boston District, was born in Boston, January 20, 1875, the son of Lawrence J. and Catherine M. (O'Connor) Logan. After thorough preparation at the Boston Latin School, he graduated A.B. from Harvard University in 1898 and from the Harvard Law School with the LL.B. degree, in 1901, afterwards taking a post-graduate course. He has been in practice in Boston since his admission to the Bar in 1901 and in addition has been very active in political and military circles. Judge Logan was Sergeant-Major of the 9th Regiment U. S. Volunteers in the Spanish-American War. He was afterwards Sergeant-Major of the 9th Regiment, M. V. M., and being elected Second Lieutenant of Company A, of that regiment, rose to the command of the company and then became Major and finally Colonel of the regiment, which he commanded during the Mexican troubles in 1916. He was aide-de-camp on the staff of Governor Draper, with the rank of Captain in 1909-1910, and has been a member of the State Armory Commission. Colonel Logan was a member of Boston Common Council in 1899-1900, of the Massachusetts House of Representatives in 1901-1902 and of the Senate in 1906. He was appointed Special Justice of the Municipal Court, South Boston District in 1907, and has filled the position since that time. He is a director of the Old South Trust Co., the South Boston Savings Bank, the Hibernia Savings Bank, and holds membership in the Harvard, University and City Clubs. His offices are in Barristers Hall.



HON. EDWARD L. LOGAN



WEID A. ROLLINS
LAWYER
305 SHAWMUT BANK BUILDING



FRED L. NORTON

FRED L. NORTON

Fred L. Norton, who is one of the best known and most successful practitioners at the Suffolk bar, was born in Westfield, Mass., November 24, 1865, the son of Lewis R. and Harriet N. (Fletcher) Norton. His preparatory education was received in the public and high schools of Westfield, after which he entered Amherst College. Graduating in 1886, he was selected as a member of the Phi Beta Kappa Society and as a commencement speaker. He took a post-graduate course of one year at Johns Hopkins University and then studied law at the Boston University Law School, from which he graduated with the LL.B. degree. He was admitted to the bar in 1889, and at once entered the office of William B. French in Boston, at the same time beginning the practice of his profession on his own account. Mr. Norton was associated with Hon. William M. Butler from 1896 until 1907, since which time he has practiced alone, with offices in the Tremont Building. His practice is of a general character, and he has conducted many civil and criminal cases in the various courts of Suffolk and the other counties of the Commonwealth. Mr. Norton is a Democrat in politics and is a member of the Boston City Club, the Twentieth Century Club, the Boston Congregational Club, the Appalachian Mountain Club and the Chi Phi fraternity. He was married, June 16, 1897, to Mary R. Russell, who died July 2, 1911. He resides in Brookline.

BENTLEY WIRTH WARREN

After studying law under Hon. Thomas P. Proctor and at the Boston University Law School, Bentley Wirth Warren was admitted to the Bar and is now senior member of the legal firm of Warren, Garfield, Whitesides & Lamson. He was born in Boston, April 20, 1864, was educated at the Boston Latin School and at Williams College, from which he graduated A.B. in 1885. He was a member of the Massachusetts House of Representatives in 1891-92 and of the Civil Service Commission in 1903-05. He is president of the Winnisimmet R. R., trustee of the Worcester Railways and Investment Co., director of the East Middlesex Street Railway Co., the Boston & Revere Street Railway Co., the State Street Trust Co., the Boston & Chelsea R. R. Co., and the Boston Morris Plan Co., and trustee of the Brighton Five Cent Savings Bank, Williams College and Brimmer School (Boston). His clubs are the Union, University, Country and Boston City, and the University of New York City.

The Medical schools of Boston have developed that science until this city leads the country in the men devoting their lives to that profession.

JOSEPH F. WARREN

Joseph F. Warren, senior member of the law firm of Warren, Burt & Palmer, was born in Foxborough, Mass., October 6, 1872, the son of Henry G. and Eliza (Wilber) Warren and grandson of Judge Ebenezer Warren, a brother of General Joseph Warren, who was killed at the battle of Bunker Hill. He was educated in the Foxborough High School, and he afterwards entered Boston University Law School, from which he graduated cum laude in 1899 with the LL.B. degree. He was admitted to the Bar the same year and has been in active practice in Boston since. Mr. Warren is a member of the Masonic Fraternity, the Boston Chamber of Commerce, Appalachian Mountain Club, Bar Association of the City of Boston, the Massachusetts Bar Association, Boston University Alumni Association. He was married September 15, 1904, to Maud Battelle Mowry of Walpole, Mass. His offices are at 50 Congress Street, Boston.



JOSEPH F. WARREN

RALPH SYLVESTER BARTLETT

Ralph Sylvester Bartlett, lawyer, was born April 29, 1868, in Eliot, Maine, the son of Sylvester and Clementine (Raitt)



RALPH S. BARTLETT

Bartlett. He graduated from Berwick Academy, South Berwick, Maine, in 1885, received the A.B. degree from Dartmouth College in 1889, and the A.M. degree from the same institution in 1892. The L.L.B. degree was conferred upon him by the Boston University Law School, from which he graduated magna cum laude in 1892. He was admitted to the Suffolk bar the same year, and to the United States courts in 1894. He was associated in practice with former Governor William E. Russell from 1892 until the latter's death in 1896; since that time he has been engaged in the practice of his profession in Boston, with offices at 53 State Street. Mr. Bartlett is eighth in direct descent from Richard Bartlett, who emigrated from Sussex, England, and settled in Newbury, Mass., in 1635. He is a member of the University, Dartmouth, Middlesex and Economic Clubs, Sons of the American Revolution, New England Historic Genealogical Society, Theta Delta Chi Society, Phi Delta Phi Society, American Bar Association, Massachusetts Bar Association, Bar Association of the City of Boston. Mr. Bartlett served in coast defence duty during the Spanish-American War in 1898, with the First Corps Cadets, M .V. M. He was an active member of this organization from 1894 until 1903, and now holds honorary and veteran membership. He resides at 139 Beacon Street, Boston.

Boston was not lightly named "The Hub." World tourists today can well appreciate why it is entitled to this distinction.

ROBERT J. BOTTOMLY

Robert J. Bottomly, whose law office is at 161 Devonshire Street, was born December 30, 1883, at Worcester, Mass. He was educated at the Worcester Classical High School, Amherst College, and Boston University Law School, obtaining the A.B. and A.M. degrees from Amherst, and the LL.B. and J.B. from Boston University. He was admitted to the Bar in 1909, and has since been in general practice. For several years he has been Secretary of the Good Government Association and Secretary of the Boston Charter Association. In 1912 he was Executive Secretary of the Fifth International Congress of Chambers of Commerce. Mr. Bottomly is of old New England ancestry. He is a member and one of the founders of the Boston City Club, a director of the City History Club and of Denison House, a member of the National Municipal League and the Pan-American Society of the United States.



ROBERT J. BOTTOMLY

JAMES E. McCONNELL

James E. McConnell of the legal firm of McConnell & McConnell, Tremont Building, was born in North Adams, Mass., April 22, 1866. He graduated from Holy Cross College in 1886 and from the Boston University Law School in 1888, after which he began practice in Fitchburg, but removed to Boston in 1905. Mr. McConnell is a Democrat and was candidate for Lieutenant-Governor in 1896 and for Attorney General in 1908, also serving as Chairman of the Massachusetts Commission on Pensions in 1914. For many years he was Supreme Advocate of the Knights of Columbus, is a member of the Executive Committee of the Massachusetts Bar Association and various Chamber of Commerce Committees. His clubs are the Boston City and Wollaston Golf.



JAMES E. McCONNELL

HENRY WALTON SWIFT

Henry W. Swift, counsellor at law, who has for years been prominent in municipal, state and judicial affairs, was born December 17, 1849, at New Bedford, Mass. He was educated at the Friends Academy of New Bedford, Phillips Exeter Academy, Harvard College and the Harvard Law School. He was admitted to the Suffolk County Bar in June, 1874, and has since been active along various lines. He was a member of the Boston Common Council in 1879 and 1880, a member of the Boston School Committee in 1881, a member of the Legislature in 1882, was appointed a member of the Board of Harbor and Land Commissioners in 1891 and was chairman of that board for about three years. He was appointed United States Marshal in 1894 and served for about four and one-half years. He was for one year lecturer on Sales at the Harvard Law School, during an illness of Professor Williston. He is now Reporter of Decisions of the Supreme Judicial Court, having assumed the duties of that office on January 1, 1901. Since that time he has produced forty-seven volumes of the Massachusetts Reports, namely, 177 Mass. to 223 Mass., inclusive. Mr. Swift is a descendant of William Swift, who came here from England in 1630, and his maternal ancestry includes many men who were prominent in Colonial history. He has an office for his private practice at 50 State Street, and is a member of the Somerset and Union Clubs.

The Park system of Boston includes 30 miles of picturesque river banks, 12 miles of delightful seashore, 79 miles of beautiful boulevards and over 50 miles of woodland roads.

JOSEPH W. McCONNELL

Joseph W. McConnell, attorney, of the firm of McConnell & McConnell, was born in North Adams, Mass., June 17, 1877. He graduated from Williams College in 1898 and from the Boston University Law School in 1901. After admission to the Bar he practiced in Fitchburg, Mass., for two years, and removed to Boston April, 1905, forming his present connection and engaging in the general practice of his profession. Mr. McConnell is a Veteran of the 1st Corps Cadets, Lieutenant of the 9th Infantry, Massachusetts Volunteer Militia and a member of the Woodland Golf Club. His offices are in the Tremont Building, and he resides at 14 Chamblet Street, Dorchester.



JOSEPH W. McCONNELL

DANIEL J. GALLAGHER

Daniel J. Gallagher, who since admission to the Bar has been active in legal and political circles, was born in Newton, Mass., August 31, 1873. He was educated in the schools of Watertown, Boston College and Boston University Law School. He was class orator at the Boston College in 1892 and winner of the prize offered by the Fulton Debating Society. He was the youngest man to receive the A.M. degree at the Boston College in 1894 and delivered the master's oration.



DANIEL J. GALLAGHER

He was admitted to the Bar in 1895 and has appeared successfully in several criminal and murder cases. He also received the largest verdict ever awarded in Norfolk County in a suit for personal injury. Mr. Gallagher was appointed an assistant to District Attorney Pelletier, February 28, 1916. He is a member of the Catholic Order of Foresters and State Deputy of the Knights of Columbus. He was a member of the Democratic State Central Committee from 1896 to 1898, and is the organizer of the "B. C. Home Night," the chief annual event conducted by the Boston College Alumni Association.

EDMUND H. TALBOT

Edmund H. Talbot, attorney at law, of 35 Congress Street, was admitted to the Suffolk Bar in 1888 and has since been engaged in the general practice of the law, with special attention given to mercantile, banking and trusts.

He is a director and counsel of the American Glue Company, director of the International Trust Company, Potter Drug and Chemical Corporation, Robinson Brothers & Company, Chester Kent & Company, Indexical Soap Co., and trustee of several large estates in Boston.

GEORGE A. SWEETSER

George A. Sweetser, of the law firm of Anderson, Sweetser & Wiles, was born in Saugus, Mass., November 23, 1872, and was educated in the public schools of Saugus and Malden, Mass. After a short business experience in one of the large Boston corporations, he was admitted to the Bar in 1901, and has since been in active practice in Boston. Mr. Sweetser has given particular attention to corporation law and to trial work. Mr. Sweetser is a director and clerk of the E. T. Slattery Company, 154 Tremont Street, Boston; a director and treasurer of the Edward Bryant Company, 213 Central Street, Boston; and is a director of the Wellesley Coöperative Bank and the Wellesley Publishing Company, of Wellesley, Mass. He resides at Wellesley Hills, Mass., and was Chairman of the Board of Selectmen of the Town of Wellesley from 1907 to 1911. He is a member of the American Bar Association, the Boston Bar Association, the Norfolk Bar Association, the Boston Chamber of Commerce, the Academy of Political Science of the City of New York, and the Theta Delta Chi Fraternity. He is a member of the Maugus and the Nehoiden and Wellesley Clubs, of Wellesley, Mass., and of the Boston City Club of Boston, Mass. His offices are at 84 State Street, Boston.



GEORGE A. SWEETSER

HON. WILLIAM B. LAWRENCE

Hon. William B. Lawrence, lawyer and legislator, was born in Charlestown, Mass., November 16, 1856. He graduated from the Boston Latin School in 1875, A.B. from Harvard in 1879 and LL.B. from Harvard University Law School in 1882. He was admitted to the Bar the following year and has since practiced in Boston. Mr. Lawrence was a member of the Massachusetts House of Representatives in 1891-2 and of the Senate in 1893-4. He is a trustee of the Medford Savings Bank and has been president of the Cape Cod Pilgrim Memorial Association since 1912. He is a thirty-third degree Mason and a member of the University and Commercial Clubs. His offices are at 18 Tremont Street.



HON. WILLIAM B. LAWRENCE

PIERPONT L. STACKPOLE

Pierpont L. Stackpole, attorney, was born in Brookline, February 16, 1875, the son of Stephen Henry and Julia (Faunce) Stackpole, who were of English and Welsh ancestry. He attended Colgate Academy and Colgate University at Hamilton, N. Y., and then entered Harvard College, graduating in 1897. His legal studies were at the Harvard Law School and were completed in 1900. He was admitted to the Bar the same year and immediately became associated with the legal firm of J. B. & H. E. Warner, which eventually assumed its present title of Warner, Warner & Stackpole, with offices at 84 State Street. Mr. Stackpole is interested in several corporations, and he holds membership in the Union, Tennis and Racquet, and other clubs.

HON. WILLIAM W. CLARKE

Hon. William W. Clarke was born in Groton, Mass., March 10, 1870. He attended the public schools previous to entering Harvard College and afterwards the Harvard Law School for two years. Mr. Clarke was admitted to the Bar in 1895. He has no associates and his practice was of a general character until about three years ago, when he took up corporation work and has since specialized in that line of his profession. In addition to his legal work Mr. Clarke is interested in several corporations. He is a director of the Bay State Pump Company, president of the Columbia Mutual Fire Assurance Company of Boston and president of the American Oil Company of New England. He is interested in the development of oil fields at Jamestown, R. I., where wells are being drilled, a deposit of heavy paraffine oil having been discovered in that locality. In politics he is a Democrat and was a member of the Massachusetts House of Representatives in 1904 and of the State Senate in 1907, being a member of the Examining Committee of



HON. WILLIAM W. CLARKE

the Boston Public Library while in the Senate. He was also a member of the special committee appointed by the House and Senate to consider relations between employers and employees. He was married February 7, 1907, to Alice Agnew Doyle. His offices are at 75 State Street.

HON. CHARLES J. BROWN

Hon. Charles J. Brown was born in Boston June 29, 1874, and was educated at the public schools and the Young Men's Christian Association. He studied law in the office of Hon. John L. Bates and was admitted to the Bar in 1900. He has been in active practice since, with the exception of the years 1903-4, when he was secretary to Governor Bates. In 1910 he was appointed to the East Boston District Court and is now senior justice. He is a Republican in politics, a member of the Knights of Columbus, the M. C. O. of F. and is a trustee of the Sumner Savings Bank. His offices are in the Tremont Building and he resides in Winthrop.



HON. CHARLES J. BROWN

J. ALFRED ANDERSON

The obstacles that a foreign-born citizen of the United States encounters are many, and success along any line of endeavor is worthy of record—hence the story of J. Alfred Anderson's career. He was born in Uleaborg, Finland, December 16, 1880, and was educated in the public schools of Viborg, Finland, and at the Berkeley Preparatory School, after coming to the United States in 1895. While engaged in mercantile pursuits, six years of which were spent as Landing Passenger Agent of the Cunard Steamship Co., he was, in 1907, admitted to the Boston University Law School. He also studied in the Y. M. C. A. Law School. He began to practice law in Boston in February, 1911, and in June of the same year



J. ALFRED ANDERSON

received the LL.B. degree from the law school. The following year he organized the legal firm of Anderson, Carney & Peterson, with offices at 209 Washington Street, and has been very successful, specializing in Federal Court practice and being counsel in important cases in the New England States, New Jersey, Pennsylvania and Ohio. This achievement will seem more remarkable when it is known that Mr. Anderson could not speak a word of English a score of years ago. His adaptability is such, however, that during his connection with the Cunard Company, he overcame all linguistic difficulties and conducted business for that line in at least ten different languages. He attained legal prominence soon after admission to the Bar by his activity in prosecuting accident cases.

Mr. Anderson was one of the organizers of the Eastern Finnish Temperance League, which now has a large membership. He also organized a large number of Finnish workingmen's associations, and is a leader in all the Finnish activities in the Eastern States.

HON. RICHARD S. TEELING

Hon. Richard S. Teeling, attorney-at-law, was born in Charlestown, December 26, 1878, and has always resided in that district. He was educated in the Bunker Hill Grammar School, Boston Latin School and Boston College, from which he was graduated in 1899 with the degree of A.B. He then attended the Boston University Law School from which he received the degrees of B.L. and J.M., upon his graduation in 1904. He at once began the practice of law after his admission to the Bar, and although one of the younger members of the profession, Mr. Teeling has proven himself well able to handle cases that usually demand longer experience. He has an extensive clientele which has grown through his assiduity and integrity.



HON. RICHARD S. TEELING

In politics Mr. Teeling has always been a Democrat. He represented the Fourth Suffolk District in the Massachusetts House during 1906 and 1907, and was appointed a member of the Taxation Commission of 1907. Mr. Teeling was elected to the Massachusetts Senate for 1909 and 1910, where he served as a Member of Rules and the Judiciary. His career in the Massachusetts Legislature was an active and honorable one, and the public experience which he obtained therein has done much to enhance his ability to successfully carry through much important litigation.

Mr. Teeling is vice-president and director of the Charlestown Trust Company. He is a member of the Chamber of Commerce, Boston Bar Association, City Club, Knights of Columbus, Massachusetts Catholic Order of Foresters, Catholic Alumni Society, Boston Athletic Association, and the Belmont Springs Country Club.

Mr. Teeling's offices are in the Merchants Bank Building, 30 State Street.

The old Boston merchant risked a fortune in every shipload and usually made one out of it.

JAMES M. GRAHAM

James M. Graham, secretary and organizer of the Forest Hills Coöperative Bank, and member of the legal firm of McDonald & Graham, was born in Boston May 26, 1884, and was educated at the Boston Grammar and Boston Latin schools. He studied law in the office of John F. McDonald, his present associate, and was admitted to the Massachusetts Bar February 23, 1896, and to the United States Court the following year. Mr. Graham is engaged principally in trial work and he has been very successful. He is a member of the Knights of Columbus, Boston City Club, the Catholic Union and the Savin Hill Yacht Club. His offices are in the Tremont Building.



JAMES M. GRAHAM

FRANCIS M. CARROLL

Francis M. Carroll, who, in addition to his large legal practice, has been active in many civic betterment movements, was born at



FRANCIS M. CARROLL

Ware, Mass., March 12, 1875. He was educated at the Boston University, obtaining the A.B. degree in 1897 and A.M. in 1899. He was admitted to the bar in 1903, and has since been actively engaged in practice, being now a member of the firm of Carroll, Flye & Nunn, with offices in the Newport Building, 68 Devonshire Street. Previous to taking up active practice, Mr. Carroll taught school from 1897 until 1902 and was principal of the Ware High School. He was trustee of the Medfield State Asylum from 1907 until 1910. Mr. Carroll is a member of the American Bar Association, the Massachusetts State Bar Association, the Boston Art Club, the Wollaston Golf Club, the Bostonian Society, the Beta Theta Pi Fraternity, and the National Chamber of Commerce, of which he is a member of the Committee on Fire Prevention. He is a Democrat in politics, and always takes part in the activities and counsels of that party.

JOHN E. EATON

John E. Eaton, senior member of the firm of Eaton & McKnight, attorneys, 45 Milk Street, was born February 26, 1871, at Truro, N. S. He was educated at Acadia College, Wolfville, N. S., and afterwards graduated from Harvard University in 1893 and Harvard Law School in 1896, obtaining the degrees of A.B. and LL.B. He was admitted to the Bar in 1895 one year before his graduation from the Law School.



JOHN E. EATON

In 1896 he formed a law partnership with Edwin T. McKnight under the style of Eaton & McKnight, and the firm has remained unchanged since. Mr. Eaton is a director of the Guaranty Trust Co. of Cambridge, the Hyde Park Trust Co., and the Melrose Trust Co. His clubs are the Boston City and the Highland of West Roxbury, of which he is vice-president. Mr. Eaton was married March 20, 1897, to Anna M. Hathaway, and they have two children, Ruth Hathaway Eaton and John Edgar Eaton, Jr.

EDWARD HUMPHREYS PALMER

Edward H. Palmer, member of the law firm of Emery, Booth, Janney & Varney of Boston and New York, was born in Boston. Shortly after the death of his father, Edward Dorr Griffin Palmer, who was a well know physician, he was educated in the schools and universities of France and Germany. Upon his return to this country he graduated LL.B. from the Harvard Law School in 1894. He was admitted to the New York Bar and the Suffolk County Bar in 1895, and is also a member of the Federal Bar. The Sorbonne, Paris, France, conferred the S.B. degree upon him in 1890.

After practicing for some time alone in Boston, he was for six years one of the patent attorneys in the Patent Department of the United States Machinery Co. He became



EDWARD H. PALMER

associated with the firm of Emery, Booth, Janney & Varney in 1912 and was admitted to partnership in 1914, handling United States patent law cases and specializing in foreign patent law on account of his knowledge of foreign languages and familiarity with the requirements and technicalities of foreign patent practice. Mr. Palmer is a member of the Masonic fraternity, and is associated with St. Johns Lodge of Boston and Mt. Vernon Chapter of Roxbury. His forbears were Puritans who came over in the "Fortune" about 1621, and settled in Plymouth. The first American ancestor was William Palmer, and many members of the early family figured in the Revolutionary and Indian Wars. Mr. Palmer's early childhood was spent at the family home in what was then Montgomery Place, now Bosworth Street, where Oliver Wendell Holmes and other notable characters were neighbors. His offices are at 50 Congress Street.

JOHN LOWELL

John Lowell, the sixth of that name in direct line, was born in Boston, May 23, 1856, educated at private schools, graduated from Harvard College in 1877, attended the Harvard Law School, and after admission to the Bar in 1880 practiced alone until he joined his father, the late Judge John Lowell, who resigned from the bench in 1883, the firm name being John Lowell, John Lowell, Jr., which later became Lowell, Smith & Lowell, and eventually assumed the present title of Lowell & Lowell, his brother, James A. Lowell, being now associated with him. He is engaged in general practice and is trustee and general counsel for the Employers' Liability Assurance Co., of London, England, counsel for several large corporations, member of the Council of the Bar Association of the City of Boston, and of the Executive Committee of the American Bar Association, trustee of the Massachusetts General Hospital, the Society for Promoting Agriculture, treasurer of the Harvard Loan Fund, member of the Sinking Fund Commission of Newton, the Visiting Committee of the Arnold Arboretum and Bussey Institution, the Massachusetts Charitable Society, the Harvard, Tavern and Exchange Clubs of Boston, Harvard Club of New York, and president of the Union Club of Boston.



JOHN LOWELL

Almost with the settling of Boston there were supplementary and inferior Courts, but for many years there was no Bar.

Not until 1701 were attorneys recognized as officers of the Court. In that year they were required to take oath before being allowed to practice.

ROBERT GARDNER McCLUNG

Robert Gardner McClung was born in Knoxville, Tenn., July 3, 1868. His father, Franklin Henry McClung, was a prominent



ROBERT G. McCLUNG

merchant of the Southwest. His great-grandfather, Charles McClung, was a member of the Tennessee Constitutional Convention of 1796; and, as a member of the committee appointed for that purpose, drafted the first Constitution of Tennessee. One of his ancestors was James White, who was a captain of North Carolina Militia (1779-81), in the Revolution, and was the founder of Knoxville, Tennessee, in 1791. The land having been granted to him by the state of North Carolina, he settled upon the site of the future Knoxville in 1786; but it was five years later that the land was surveyed, and sold in lots, and the name Knoxville given to the town in honor of General Henry Knox, who was Secretary of War under President Washington. In 1813, as brigadier-general of East Tennessee Militia Volunteers, he accompanied General Jackson in the expedition against the Creek Indians. His mother was a daughter of Adam Lee Mills, of St. Louis, who, as a young man, fought under General William Henry Harrison in the battle of Tippecanoe; was the first president of the Boatmen's Bank of St. Louis, the oldest bank in Missouri; and is said to have established the first mail line west of the Mississippi River. Through his father's mother (a daughter of Calvin Morgan, a merchant and landowner of Knoxville, Tennessee) he is descended from James Morgan, who landed in Boston in 1636, and settled in Roxbury, Mass., but in 1649 removed to New London, Conn. From James Morgan were descended, also, Edwin D. Morgan, the Republican "War Governor" of New York; General John Hunt Morgan, the daring Confederate cavalry officer; and John Tyler Morgan, for thirty years United States Senator from Alabama (1877-1907). From Miles Morgan, who, according to a historian of the Morgan family, was a brother of James Morgan, and who landed at Boston in 1636, and in the same year settled at Springfield, Mass., Junius Spencer Morgan, the London and New York banker, was descended. Also, through his father's mother, he is descended from John Emerson, the first Emerson graduated at Harvard College (1656), and the first minister of Gloucester, Mass.; and from Samuel Symonds, Deputy Governor of Massachusetts Bay Colony (1673-1678), whose daughter Ruth married John Emerson. From John Emerson and from Deputy Governor Symonds were descended, also, Samuel Phillips, a founder of Phillips Academy, Andover, Mass.; John Phillips, founder of Phillips Exeter Academy, Exeter, N. H.; John Phillips, first mayor of the City of Boston; Wendell Phillips; and Phillips Brooks. From Joseph, a brother of John Emerson, Ralph Waldo Emerson was descended. A brother, Lee McClung, was treasurer of Yale University (1904-1909) and treasurer of the United States (1909-1912).

The subject of this sketch is a graduate of Phillips Academy, Andover (1886), Yale College (1891), and the Harvard Law School (1894). He was admitted to the

Suffolk County Bar, September 12, 1893. For two years (1894-1896) he was in the office of John D. Long and Alfred Hemenway. For several years his practice was general; but he now specializes in the law of property, and his work consists largely in drawing wills, trust indentures, and similar legal papers, and in settling estates. In politics he is an independent Republican. In college he was a member of the Psi Upsilon Fraternity. He is a member of the Boston Bar Association and of the University Club of Boston. His office is at 6 Beacon Street, and he resides at 24 Marlborough Street.

Boston leads the nation for the excellence of her hotels and restaurants, when prices are taken into consideration.

FRED H. GILE

Fred H. Gile, attorney-at-law and inventor of the Gile Monocycle Engine, was born at Alfred, Maine, June 7, 1860, the son of Albion Keith Gile, who was a member of the Maine Legislature and who filled, at different times, nearly every office in the town of Alfred and the County of York, and was also the pioneer grower of cranberries in Maine. Mr. Gile was educated at Bowdoin College and the University of Michigan. He began his business career at Buffalo, N. Y., in 1882 and is now engaged in the practice of law at 6 Beacon Street. He is president of the Gile Engine Corporation and Chairman of the Board of Directors of the Gile Monocycle Engine Co., a subsidiary concern. He is a member of the Psi U Fraternity. Mr. Gile was married August 8, 1881, to Fannie M. Lincoln, of Brunswick, Me. He has three sons and two daughters.



FRED H. GILE

EDWIN OTIS CHILDS

Edwin O. Childs, attorney-at-law, was born in Newton August 10, 1876. He received the A.B. degree upon graduating from Harvard in 1899 and obtained the LL.B. degree in 1901 from the Boston University Law School. He is a Republican and served as Mayor of Newton, Mass., in 1914-15 and has been reëlected for '16 and '17. Mr. Childs' practice is general in character and he maintains a Boston office at 405 Sears Building. He is a member of the Middlesex Club, the Harvard Club, the Nonantum Athletic Association, the Pi Eta Society and the Epsilon Pi Fraternity. Mr. Childs is also a member of the Elks, the Betsy Ross, N. E. O. P., the Ancient Order of United Workmen, the Heptasophs, Knights of Pythias, and is a Mason of high standing, belonging to Blue Lodge, Chapter, Council, Commandery and the Scottish Rite bodies.



EDWIN O. CHILDS

GEORGE A. SALTMARSH

George A. Saltmarsh, attorney-at-law, comes of fine old English ancestry. His first American ancestor was Thomas Saltmarsh, a captain in the Royal Navy, who settled in Charlestown, Mass., early in the eighteenth century. Mr. Saltmarsh is the eldest son of Gilman and Harriet Emeline (Robertson) Saltmarsh, and was born in Bow, N. H., October 18, 1858. He attended the public schools of Bow and Concord, the seminary at Tilton, and took two years' private instruction under the late Amos Hadley, Ph.D. Mr. Saltmarsh then entered Dartmouth College, from which he graduated with honors in 1884, receiving the

degree of A.B. In 1885 he entered the Boston University Law School and graduated in 1887 with the degree of B.L. Shortly after graduation he was admitted to



GEORGE A. SALTMARSH

the Suffolk Bar, and in 1906 to the New Hampshire Bar. Soon after his admission to the Bar, Mr. Saltmarsh opened an office in Boston, since which time he has practiced his profession with great success. For ten years Mr. Saltmarsh was associated with Sherman L. Whipple, the eminent lawyer, but he now practices his profession alone.

Since 1900 Mr. Saltmarsh has resided in Winchester, with a summer home near Concord, where his family spend several months of the year.

Mr. Saltmarsh is an attendant of the Congregational Church. He is a member of the Palestine Lodge of Everett, Royal Arch Chapter Commandery, Knights Templar and of the Massachusetts Consistory of Boston, in which he has attained the thirty-second degree.

Mr. Saltmarsh married in 1890, in Everett, Mass., Miss N. Gertrude Soulee, daughter of David A. and Lucy M. (Rogers) Soulee of Everett. Five children have been born, Sherman Whipple, George Abbott, Jr., Lucy Marguerite, and Roger Walcott, and Harriet Gertrude, who died young.

ROBERT H. O. SCHULZ

Robert H. O. Schulz, member of the Norfolk County Bar, was born in Boston, April 7, 1866, and was educated in the public schools. He read law in the office of W. E. L. Dillaway in Boston and with Charles A. Mackintosh of Dedham, also obtaining a course of study at the Boston University Law School. He was admitted to the Bar in 1888 and started to practice law in Dedham, subsequently removing to Boston. His offices are in the Tremont Building. Mr. Schulz is a Republican and was for nine years Assistant District Attorney of the southeastern district. He has also served as Town Moderator of Dedham. Mr. Schulz has worked alone during the greater part of his legal career and his practice is of a general character. He is a director of the W. F. Schrafft & Sons Corporation, and in 1893 was married to Louise N. Schrafft, a daughter of the founder of the company. They have two sons and one daughter.



ROBERT H. O. SCHULZ

JAMES R. MURPHY

James R. Murphy, member of the Suffolk Bar, was born at Boston, July 29, 1853, the son of James and Catherine Murphy. He was graduated from Georgetown University, A.B., in 1872, Loyola College, A.M., in 1873, and Boston University, LL.B., in 1876. For three years he acted as instructor in Latin at Loyola College, Baltimore, and Seton Hall, New Jersey, at the

same time taking up the private study of law. In 1875 he entered the offices of Judge J. G. Abbott and Benjamin Dean in Boston, and was admitted to the bar at the



JAMES R. MURPHY

close of the same year. He began practice alone, along general lines, his clientele including many well known building contractors. He has been counsel in many important cases, among which were the Fru murder case, the Florence Street murder case, and the first important suit instituted under the new Employers' Liability Act. In politics he is a Democrat, although he has never sought preferment along those lines. He is a member of the Catholic church, and took an active part in the organization of the Young Men's Catholic Associations and the Catholic Alumni Association. He holds membership in the Catholic Union and the Royal Arcanum. Mr. Murphy was married in Maryland, November 22, 1881, to Mary Randall, and they have two daughters. His offices are in the new Niles Building, and he resides at the Hotel Buckminster.

In 1830 the boot and shoe industry was acknowledged as a leading one in Boston.

CHARLES EDWIN STRATTON

Charles E. Stratton was born in Boston November 17, 1846, and educated at a private school, at the Quincy Grammar and Boston Latin Schools. He graduated from Harvard in 1866, and afterwards entering the Harvard Law School received the degree of LL.B. in 1868. He was admitted to the Bar in 1869 and at once took up the general practice of his profession, and in addition handling numerous trust estates.



CHARLES EDWIN STRATTON

Mr. Stratton was one of the organizers of the Young Men's Democratic Club of Massachusetts, serving as its president from 1893 until 1896. He was for many years a member of the Board of Park Commissioners of the City of Boston and served as chairman thereof for twelve years, 1896-1908.

CHARLES E. HELLIER

Charles E. Hellier, lawyer, who has many corporate interests in addition to his large law practice, was born in Bangor, Maine, July 8, 1864, the son of Walter Schermerhorn and Eunice Blanchard (Bixby) Hellier. On the paternal side he is descended from John Hellier, who came to Bangor from Devonshire, England, in 1824. The maternal ancestors were Puritans, who came to New England in 1630, 1637 and 1644. Mr. Hellier received his preliminary education at the Bangor High School, graduated from Yale in 1886, and after a semester course at the University of Berlin, entered the Boston University Law School, from which he graduated LL.B. in 1890, completing his legal studies in the office of Robert M. Morse. Shortly after his admission to the bar he became interested in the development of railroads and coal fields in Kentucky. He

is president of the Big Sandy Co., which owns one hundred and thirty-three thousand acres in the Elkhorn coal fields of Pike County, Kentucky; president of the Elkhorn Coal &



CHARLES E. HELLIER

Coke Co.; a director of the Mitchell Coke Co., and the Allegheny Coke Co. He is also interested in many industrial and commercial companies. Mr. Hellier served as a member of the Citizens' Examining Committee, Boston Public Library, and is at present a member of the American Academy of Political and Social Science; the Massachusetts Horticultural Society, the Massachusetts Society of Natural History, University Club of Boston, University Club of New York, and the Graduates Club of New Haven. Mr. Hellier was married, July 8, 1886, to Mary L. Harmon of New Haven, Conn. His offices are in the Equitable Building, and he has residences at 105 Beacon Street and Marion, Massachusetts.

In New England, during Colonial days, the practice of law was not given a very high place among the pursuits of men.

LOUIS C. SMITH

Louis C. Smith, of the legal firm of Heard, Smith & Tennant, was born at Middlefield, Mass., March 3, 1870. He was educated at the Worcester (Mass.) Polytechnic Institute, ranking third in his class, and being one of six who received prizes for scholarship. He spent seven years as examiner in the patent office at Washington, during which time he studied law at the National University Law School, from which he received the degree of LL.B. in 1895 and LL.M. in 1896. He took a special course in patent law at the Law School of George Washington University, receiving the M.P.L. degree in 1897. With this thorough equipment he came to Boston and formed his present connection.



LOUIS C. SMITH

LAWRENCE A. FORD

Lawrence A. Ford, lawyer, was born in Newton, Mass., September 21, 1874, the son of William Henry and Bertha (Mahan) Ford. His classical education was obtained at Holy Cross College, from which he graduated A.B. in 1895. Harvard Law School conferred the LL.B. degree upon him in 1898, and after admission to the Suffolk Bar he began practice in the office of Gaston, Snow & Saltonstall, and was admitted



LAWRENCE A. FORD

to partnership in the firm in 1912. Mr. Ford is a Democrat in politics and is a member of the American Bar Association, the Bar Association of the City of Boston, the Essex County Bar Association, Elks, Knights of Columbus, and the Harvard Club of Boston. His offices are at 55 Congress Street and he resides at Beverly, Mass.

FREDERICK ADAMS TENNANT

Frederick A. Tennant, of the firm of Heard, Smith & Tennant, patent attorneys, was born in Ripley, Chautauqua County, N. Y., May 18, 1871. He is a graduate of Cornell University and of the National Law School and George Washington University of Washington, D. C. He became an assistant examiner in the United States Patent Office, August 18, 1895, and was Assistant Commissioner of Patents from 1909 until June 15, 1913. Mr. Tennant was formerly a member of the Faculty of the National University Law School. Although born in New York State he is of old New England ancestry, descending from the Adams family, of which Presidents John Adams and John Quincy Adams were members.



FREDERICK A. TENNANT

His clubs are the Boston City and the University, of Washington, D. C. His offices are in the Old South Building.

BERNICE J. NOYES

Bernice J. Noyes, patent solicitor, was born in Abington, February 23, 1863, the son of Henry and Mary Ellen (Faxon) Noyes. He is the eighth in descent from the originator of the American branch of the family, who settled in Newburyport in 1631. Mr. Noyes' immediate progenitors have always resided in Abington, his grandfather, great-grandfather and great-great-grandfather, all surnamed Daniel, having been residents of that town. Mr. Noyes was educated in the public schools and by private teachers, and at the age of seventeen years he entered the office of a patent soliciting firm. Two years later he was appearing in cases before the Patent Office, and having learned every detail of the work began business for himself in 1892. The thoroughness of his work soon brought him a large clientele and he now conducts patent causes for some of the largest corporations in the State. Mr. Noyes is a member of the firm of Noyes & Harriman, with offices at 40 Court Street, his partner being a member of the Bar, who looks after the legal end of the business. He is a member of the City Club and the Boston Society of Electrical Engineers. His residence is in West Roxbury.

MARSHALL PUTNAM THOMPSON

Marshall P. Thompson, lawyer, was born January 24, 1869, in Lawrence, Mass. He received the A.B. degree from Dartmouth College in 1892 and he graduated from Harvard Law School in 1897 with the degree of LL.B., practicing in Boston since. Mr. Thompson has been connected with many important cases relative to corporative management and organization, has acted frequently as Receiver, Auditor, Master and Arbitrator. He has delivered numerous public addresses and was lecturer on Private International Law at the Amos Tuck School of Dartmouth College in 1901-2 and is a member of the Massachu-



MARSHALL P. THOMPSON

setts Bar Association, Delta Kappa Epsilon Fraternity, Harvard Club, Sons of the Revolution, Sons of the American Revolution, Society of the War of 1812, Loyal Legion, Society of American Wars, Reserve Corps 7th Co., Coast Artillery M. V. M., Bostonian Society and the Dartmouth and Republican Clubs. His offices are at 15 State Street.

CHARLES MANDEVILLE LUDDEN

Charles M. Ludden, lawyer, was born in Dixfield, Maine, November 3, 1863. He graduated from Tufts College with the degree of A.B. in 1886 and from Harvard University, Law School in the class of 1889 with the A.M. and LL.B. degrees. He was admitted to the Bar in 1889, and has since practiced in Boston, making a specialty of corporation law. Mr. Ludden comes of English ancestry, the American branch of the family being established at Braintree in 1687. One of his uncles, Luther H. Ludden, was a prominent lawyer of Oxford County, Maine, and another, Mandeville Ludden, also a lawyer, was mayor of Lewiston, Maine. His brother Forest E. Ludden is a lawyer of Auburn, Maine, and his brother William E. Ludden is a lawyer with offices in Boston. Mr. Ludden is a member of the Unitarian Church and is a Republican. He was City Solicitor of Waltham 1890-97, and President of the City Council of Medford 1906-7. His offices are in the Congress Building, Boston.



CHARLES M. LUDDEN

Boston was a pioneer in the development of electricity as a motive and lighting power and her capitalists have millions employed in street railways and lighting plants about the country.

HARRY E. PERKINS

Harry E. Perkins, attorney-at-law, with offices at 43 Tremont Street, is a native of Georgetown, where he was born December 8, 1873. After a preliminary education in the public schools and at Dummer Academy, he entered Boston University, from which he graduated C. L. A. in 1895. He then took up the study of law at Harvard Law School, and receiving his degree in 1898 was admitted to the Bar and began practice in the office of Hiram P. Harriman. Mr. Perkins is treasurer of the Board of Trustees of the Carleton Home, Georgetown, and is a member of the Beta Theta Pi Fraternity. He is a Republican in politics and resides at 58 East Main Street, Georgetown.



HARRY E. PERKINS

ARTHUR J. WELLINGTON

Arthur J. Wellington, of the legal firm of Wellington & Page, was born in Arlington, July 21, 1871. He graduated magna cum laude from Harvard in 1894 and received his law degree from the Harvard Law School in 1896. Upon admission to the Bar in 1897 he began practice in the office of Nason & Proctor and in 1900 organized the present firm.

Mr. Wellington is a Republican and was a member of the Legislature in



ARTHUR J. WELLINGTON

1905-6. He is a trustee and counsel for the Arlington Five Cents Saving Bank and has been trustee of the Robbins Library of Arlington for twelve years. He is a member of the Harvard Club, Boston City Club, Massachusetts Reform Club, of which he is secretary and treasurer, the Conveyancers Association and the Boston and Middlesex Bar Associations.

THOMAS HUNT

Thomas Hunt, of the firm of Gaston, Snow & Saltonstall, was born in New Orleans, La., September 8, 1866, the son of Carleton Hunt, a lawyer, Member of Congress and Dean of Law Faculty of the University of Louisiana. His grandfather, Thomas Hunt, was an eminent surgeon and President of the University of Louisiana. Mr. Hunt prepared for college at Phillips (Exeter) Academy and graduated from Harvard College in 1887. He graduated from the Harvard Law School in 1890 and began practice in the office of Robert M. Morse. He was for seven years associated with the late Solomon Lincoln. Mr. Hunt now devotes himself exclusively to trying and arguing cases. He has general charge of the litigation of his firm and has often appeared for the Boston & Maine Railroad, the Boston Elevated Railway Co., the National Shawmut Bank and the Boston Consolidated Gas Co. He tried and won the Rantoul divorce case. He argued, for the Boston Elevated Railway Co., the case involving the constitutional question of its right to occupy land under the Boston Common for a subway station. Mr. Hunt is a director of the East Boston Gas Light Co. and the Elkhorn Coal and Coke Co. His clubs are the Union and Harvard of Boston, and the University of New York. He resides at 44 Mount Vernon Street and in summer at Swampscott.



THOMAS HUNT

GILBERT A. A. PEVEY

Gilbert A. A. Pevey, attorney-at-law, was born in Lowell, Mass., August 22, 1851, and was educated at the Lowell High School and Harvard College. He studied law in the office of Sweetser & Gardner, and was admitted to the Bar in 1876. He was assistant counsel for the Boston & Maine R. R. under Col. John H. George, was master in the famous Russell will contest case, was City Solicitor of Cambridge for seventeen years, and assistant district attorney of Middlesex County for three years. He is a member of the Cambridge and Colonial Clubs of Cambridge, the Masons, Odd Fellows, Baptist Social Union, Trade Association of Cambridge and member of the council and chairman of the committee on Grievances of the Middlesex Bar Association. His offices are in the Pemberton Building, Boston.



GILBERT A. A. PEVEY

MARCELLUS COGGAN

Marcellus Coggan, senior member of the legal firm of Coggan, Coggan & Dillaway, who is one of the oldest lawyers at the Suffolk Bar, was born in Bristol, Maine, September 7, 1847. He was educated at the Lincoln Academy, New Castle, Me., and Bowdoin College, Brunswick, Me. After graduation he was a teacher at Nichols Academy, Dudley, Mass., for seven years and was principal at Dudley Academy from

1872 until 1879. He read law in the office of Child & Powers, Boston, and was admitted to the bar in 1881, remaining with his preceptors until 1886, when he formed a partnership with the late Judge Schofield, under the firm name of Coggan & Schofield, which continued until 1896. Mr. Coggan then practiced alone until 1900, when his son, M. Sumner Coggan, became his partner. In March, 1910, Linus C. Coggan, another son, was admitted to the firm, and in 1912, George L. Dillaway became an associate and the firm assumed its present title. Mr. Coggan's practice is of a general character and included in it is considerable corporation work. He was mayor of Malden in 1886 and 1887, and was chairman of the Malden School Board for two years. He is a member of the Masonic Fraternity, the Odd Fellows and the Knights of Pythias. Mr. Coggan was married November 26, 1872, to Leulla B. Robbins, and in addition to the two sons who are associated with him in practice, has one daughter—Florence B. Coggan. His offices are in the Tremont Building and he resides in Winchester.

GEORGE LEWIS WILSON

George L. Wilson was born on June 16, 1870, on the edge of the Miramichi Timber Portage, in Fredericksburg, York County, New Brunswick, Canada, the son of George and Mary (Bird) Wilson. He graduated from the University of New Brunswick with the A.B. degree in 1888, afterwards studying law and beginning practice in Fredericton in 1892. Following a visit to the Canadian West, he came to Boston, February 1st, 1897, and was immediately admitted to practice on motion before the Supreme Judicial Court. He established his present offices in the fall of 1913. Mr. Wilson is a member of the American Bar Association, Bar Association of the City of Boston, the Masonic Fraternity and the Wollaston Golf, Boston City, and the Belmont Springs Country Clubs. He was married October 2, 1900, to Adeline Eunice Durham of Belmont, Mass., who died August 11, 1901, leaving no issue. He was married the second time October 28, 1903, to Margaret Elinor Henderson of Arlington, Mass., and has three children. George Lewis, Jr., aged 10; Mary Elinor, aged 8, and William Malcolm, aged 4. He resides in Belmont, Mass., and has his offices at 15 State Street, Boston. Mr. Wilson's practice, while general in character, is mainly confined to corporation and probate matters, in which, as in trial work, he has been successful.



GEORGE L. WILSON

The last decade has shown a steady growth of the industries of Boston, and the present outlook in business circles is very bright. This condition of affairs has been brought about, in a very large measure, by the present tendency of Bostonians to invest their money in home industries. It can no longer be said that Boston money is constantly going to different sections of the United States to build up various enterprises, to the detriment of our local progress.

EDWARD M. MOORE

Edward M. Moore, member of the legal firm of Russell, Moore & Russell, was born in Lawrence, Mass., November 23, 1870. He was educated at the Boston Latin School and Harvard University, receiving the degrees of A.B. in 1892 and LL.B. in 1895. After admission to the Bar he became associated with Russell & Russell as junior clerk and was admitted to partnership in 1903. Mr. Moore is a Republican in politics, is a member of the Harvard Club of Boston, director of the Asbestos Protected Metal Co., and John Roberts & Son Paper Co. His offices are at 27 State Street and his residence, 60 Pembroke Street, Newton.



EDWARD M. MOORE

THOMAS HASTINGS RUSSELL

Thomas H. Russell, lawyer, was born August 31, 1874, in Newton, Mass., the son of Charles F. and Mary S. (Baxter) Russell. He is descended from John Howland, who came over in the "Mayflower," and Capt. Samuel Hastings of the Revolutionary army. Mr. Russell's preparatory education was received at the Boston Latin School and his classical course at Harvard, which graduated him A.B. in the Class of 1896. His legal studies were at the Boston University School of Law, from which institution he received the LL.B. degree in 1899. Mr. Russell is a member of the legal firm of Russell, Moore & Russell, with offices at 27 State Street. He holds membership in the Bar Association of the City of Boston, the Masonic Fraternity, the Princeton Golf, and Boston City Clubs, the Board of Directors of the Boston Young Men's Christian Association, is treasurer of the Central Congregational Church, trustee of the Brazer Building, and trustee of the Northeastern College.



THOMAS H. RUSSELL

ARTHUR H. RUSSELL

Arthur H. Russell of the legal firm of Russell, Moore & Russell began his career as a partner in the firm of C. T. & T. H. Russell, organized in 1845 with office at 27 State Street and for over seventy years conducted by members of the same family.



ARTHUR H. RUSSELL

Mr. Russell was born in Boston, December 1, 1859, and was educated at the Boston Latin School, Amherst College and the Law School of the University of Boston. He is counsel for many large commercial interests and has acted for the Canadian Government in certain international questions. Mr. Russell is a son of Thomas H. Russell, who, at the time of his death in 1911, was Nestor of the Boston Bar, and is descended from William Russell, who settled in Watertown in 1645 and Colonel Samuel Hastings of Revolutionary fame. Mr. Russell is a member of the Boston City, Calumet and Monday Clubs of Winchester and an original member of the University Club of Boston.

May 1, 1822, Boston was incorporated. John Phillips, father of Wendell Phillips, was the first mayor.

WALTER ALEXANDER LADD

Walter A. Ladd, attorney-at-law, was born in Charlestown, Mass., April 10, 1872. He is a great-great-great-grandson of the



WALTER A. LADD

famous Paul Revere and also great-great-great-grandson of Captain Isaac Baldwin, a member of Colonel Stark's regiment who was killed at the battle of Bunker Hill. Mr. Ladd was educated in the public schools of Boston and then entered the Boston University Law School, graduating in the class of 1897. He was admitted to the Suffolk bar, August 3, 1897, the United States Circuit Court, January 24, 1899, and the United States Supreme Court, May 2, 1910. Mr. Ladd's practice is a general one, and despite his activity he has found time to write and edit Volume II, Index Digest of Massachusetts. He is president of the New England Auto Service Company, and he is also a member of the Massachusetts Bar Association, Somerville Bar Association, Boston University Law School Association, Faith Lodge A. F. & A. M., St. Paul's Royal Arch Chapter, Orient Council, R. & S. M., Cœur de Lion Commandery, Knight Templars, Sons of the American Revolution and the Bunker Hill Monument Association. Mr. Ladd's offices are in the Old South Building, and he resides in Somerville.

In appearance, in customs and in manners, Boston has changed marvelously during the past half century; and a great, far-reaching, imposing modern city has taken the place of the bustling, quaint, picturesque town of a hundred years ago.

HON. JAMES HENRY VAHEY

Hon. James H. Vahey, senior member of the legal firm of Vahey & Casson, was born in Watertown, Mass., December 29, 1871. His education was received in the Watertown public and high schools and the Boston University Law School, from which he graduated cum laude with the LL.B. degree in 1892. After admission to the Bar he began practice for himself in 1893 and has since that time tried many notable cases, several of which were capital. Mr. Vahey has been a member and chairman of the School Committee and member and chairman of the Board of Selectmen of Watertown, was a delegate to the Democratic National Convention, 1904; a member of the Massachusetts Senate, First Middlesex District, in 1907-8, and the Democratic candidate for Governor in 1908-9. He is a member of the American Bar Association, Massachusetts Bar Association, Boston Bar Association, Middlesex Bar Association, Social Law Library, Boston City Club, Knights of Columbus, A. O. U. W., A. O. H., and the Charitable Irish Society. His offices are at 18 Tremont Street.



HON. JAMES H. VAHEY

WALTER HERBERT FOSTER

Walter H. Foster, of the law firm of Foster, Colby & Pfromm, has attained prominence in various phases of corporation



WALTER H. FOSTER

law. He was born at Lagrange, Maine, March 31, 1880, the son of Ernest Montgomery and Caroline (Banton) Foster. Two of his forbears served in the Revolutionary War, Captain Timothy Foster and his son Stephen, the latter being only fourteen years of age when he entered the service. Mr. Foster was educated in the public schools and by private instruction, and came to Boston in 1900. He graduated from the University of Maine Law School in 1905 with the LL.B. degree. He then entered Harvard University and took a special course in advanced English, Philosophy, Economics and History. He entered the offices of Bancroft G. Davis and Henry S. MacPherson in 1907, and one year later formed a partnership with Mr. MacPherson under the firm name of MacPherson & Foster. During the next two years he was engaged in trying injury cases for the Boston Elevated Railway, and argued a number of important ones in the Supreme Court. In May, 1910, he organized the firm of Foster & Colby, which eventually became Foster, Colby & Pfromm. Mr. Foster is connected with important litigation upon the question of promoters' liability to corporations, and has handled large matters in the New York and Pennsylvania courts, as well as in Massachusetts. He received his degree of LL.M. from the University of Maine in 1914. Mr. Foster was married October 23, 1909, to Gertrude Sullivan of Brookline, and they have one daughter, Daphne, born February 15, 1913. He is a member of the Harvard Club of Boston, the Boston Business and Professional Men's Military School and the Boston Business and Professional Men's Rifle Club. Mr. Foster resides at Belmont, and is fond of out-door life. He is a Unitarian.

FRANCIS PAUL GARLAND

Francis P. Garland, who is an unusually active trial lawyer, was born at Vallejo, California, April 20, 1875. He came to Boston when eleven years of age, and after preparation in the public and Latin High School of Somerville, entered Harvard, from which he graduated summa cum laude in 1898 with the A.M. and A.B. degrees. His legal education was obtained at Harvard Law School and he was admitted to the Bar in 1900. He is a member of the American and Massachusetts Bar Associations, the Harvard Club of Boston, the Harvard and Central Clubs of Somerville, and the Somerville Board of Trade. Mr. Garland was married June 4, 1903, to Alice R. McGann of Somerville, and they have one daughter, Dorothy Garland. Mr. Garland's offices are in the Pemberton Building.



FRANCIS P. GARLAND

GEORGE W. ABELE

George W. Abele, lawyer, who is a member of the firm of French, Abele & Allen, was born February 22, 1875. He graduated from Harvard College in 1897 and from the Harvard Law School in 1900. He was admitted to the Bar immediately after leaving Harvard and began practice the same year.

Mr. Abele is a member of the Masonic Fraternity, the American Bar Association and the Boston City Club. He was a member of City Council in 1908-09 and in 1912, and is at present a member of the City Planning Board. Mr. Abele is also a trustee of the Thomas Crane Public Library, 11 Washington Street, Quincy, Mass., which is a combination of three former public libraries. His offices are at 45 Milk Street, Boston.

JULIUS NELSON

Julius Nelson, senior member of the well known legal firm of Nelson, Reinstein & Hill, was born in Boston, October 10, 1871. Mr. Nelson was educated at the Brimmer Grammar School, English High School and the Boston University Law School.



JULIUS NELSON

Upon his graduation from the English High School in 1888 he received the Franklin Medal, and in 1895 he was graduated from the Boston University Law School with the degree of LL.B. (magna cum laude). Immedately upon admission to the Bar in 1895, Mr. Nelson began the practice of his profession, remaining seven years in the office of George R. Swasey, and he then formed his present connection.

In politics, Mr. Nelson is a Republican, although he has never sought or held public office. His offices are at 18 Tremont Street.

ALVAH L. STINSON

Alvah L. Stinson, lawyer and writer on legal and other subjects, was born at Swan's Island, Maine. He was educated at Rock



ALVAH L. STINSON

Port, Maine High School, Maine Wesleyan Seminary, Kents Hill, Maine, and by private tutors in Boston. He began his business career in Boston, in 1890, as a private tutor in the English branches, and preparing addresses and orations for public speakers, many of which were pronounced masterly. He studied law and was admitted to the Massachusetts Bar in 1900, and to the United States Bar in 1901. Mr. Stinson is engaged in the general practice of his profession and is a successful trial lawyer, particularly in jury trials, many verdicts attesting his ability as a jury advocate. He is a most successful handler of witnesses and is a forceful speaker, appearing in many political campaigns; and in 1913, 1914, 1915

lectured before the Women's Clubs of Massachusetts on laws pertaining to women. He is the author of "Women under the Law," published in 1914, which had a large sale.

Mr. Stinson is a member of several clubs, and is a director in many corporations. He is a prodigious reader, well informed and independent in politics. His offices are in the Tremont Building.

Jeremiah Gridley, who flourished in the law between 1742 and 1767, has been called the "Father of the Boston Bar."

RICHARD P. ELLIOTT

Richard P. Elliott, lawyer, mechanical engineer and inventor, was born July 8, 1858, and was educated in the public schools, McGaw Normal Institute, Merrimac, N. H., and at the Boston University Law School. He began his business career as a mechanical engineer in 1878, and has taken out patents on upwards of forty inventions along the line of machinery designing and machine building. His legal course was taken as an aid to his study in patent causes, and he graduated LL.B. in 1897. Mr. Elliott is president of the Eco Manufacturing Co., director of the Peerless Machinery Co., and treasurer of the Eco Welt Shoe Co. Since taking up the practice of law, he has been counsel for a large number of corporations. He was a member of the Nashua, N. H., school board for six years and holds membership in the Boston City Club, the Lexington Golf Club and the Nashua Country Club.



RICHARD P. ELLIOTT

FLETCHER RANNEY

Fletcher Ranney, whose predilection for legal work is doubtless due to his professional ancestry, was born at Boston, September 2, 1860. He was educated at the Roxbury Latin School and Harvard University, graduating from the latter magna cum laude in 1883. He afterwards entered the Boston University Law School and finished leader in the class of 1886. After admission to the Bar of Suffolk County, he began his professional career in the office of Ranney & Clark, the senior member of which was his father, Ambrose A. Ranney, a leading member of the Bar, who was a representative in Congress from the Third Massachusetts District from 1880 to 1886. Richard Fletcher, Mr. Ranney's great-uncle on the maternal side, was a Justice of the Massachusetts Supreme Judicial Court from 1848 to 1857. In 1895 Mr. Ranney severed his connection with the firm of Ranney & Clark and for four years practiced alone. In 1899 he associated with Samuel B. Elmore in the firm of Ranney & Elmore, and since the dissolution of that partnership in 1902 he has been engaged alone in general trial work. He has been president of the Roxbury Storage Warehouse Co. since 1906, and is a member of the Harvard Club, the Boston Athletic Association, the Phi Kappa Beta Fraternity, and was president of the Boston University Law School Alumni in 1911 and 1912. Mr. Ranney was married June 24, 1886, to Amy Porter of Haverhill, who died June 22, 1894, leaving two children, Dudley Porter Ranney and Ethel (Ranney) Lang, wife of Malcolm Lang.



FLETCHER RANNEY

JOHN H. BLANCHARD

John H. Blanchard, lawyer, was born in Somerville, Mass., August 16, 1861, and was educated in the Charlestown day and the Boston night schools. He studied law in the office of Col. F. S. Haseltine and was admitted to the Bar in 1883. He has also been admitted to all the U. S. Courts, including the Supreme Court. Mr. Blanchard was married April 21, 1884, to Mary A. Skally of Boston. They have three children, Hugh C., who is associated with his father in the firm of Blanchard & Blanchard, William H. and Marguerite E. Blanchard. Mr. Blanchard is a member of the Knights of Pythias, the Elks and the Wellington Club. His offices are in the Pemberton Building.



JOHN H. BLANCHARD

WILLIAM REED BIGELOW

William R. Bigelow of the legal firm of Moulton, Loring & Bigelow, was born at Natick, Mass., February 10, 1867, receiving his preparatory education in the public schools and graduating from Harvard College, cum laude, in 1889. Harvard Law School conferred the LL.B. degree upon him in 1892, and being admitted to the Bar the same year he began practice in the office of Strout & Coolidge, afterwards practicing alone until he formed his present connection. Mr. Bigelow has conducted many important cases in corporation work. He was admitted to practice in the Supreme Court of the United States, December 20, 1899. He is descended from John Bigelow, an early settler of Watertown, whose marriage to Mary Warren was the first recorded there. His offices are in the Old South Building.



WILLIAM R. BIGELOW

Boston is the world's greatest leather market, outranking in the value and extent of its trade in this staple all other cities. One of the great aids in establishing Boston as a leather market was the fact that fish oil for the dressing of the hides was very plentiful and easily obtained.

ALPHONSO ADELBERT WYMAN

Alphonso A. Wyman, lawyer, was born in West Acton, Mass., January 29, 1862, the son of Oliver C. and Caroline (Chandler) Wyman. He was educated at Phillips Exeter Academy and Harvard College, obtaining the A.B. degree upon graduation in 1883. After studying law and admission to the Bar, he began practice in Boston in 1885 and has been active in the various branches of his profession since that time, giving especial attention to corporation matters. He is a Republican in politics and was an Alderman in Somerville, where he still resides, in 1908, 1909 and 1910. He is a director of the E. L. Patch Co., manufacturing chemists. Mr. Wyman was married in 1886 to Laura Aldrich, of West Acton. His offices are in the Old South Building.



ALPHONSO A. WYMAN

WILBUR HOWARD POWERS

Wilbur Howard Powers is descended from the Poers who figured in English history. The name LePoer was anglicized by William the Conqueror, and the American



WILBUR H. POWERS

branch was established by Walter Power, who came from Essex, England, and landed at Salem, Mass., in 1654, and settled in what is now the town of Littleton, Mass. The sons of Walter Power added the "s" to the name. Elder John White was Mr. Powers' first ancestor in this country on his mother's side. He helped to found Cambridge, and was elected on its first Board of Selectmen in 1634 and 1635. Later he moved to Hartford, Conn., was one of the founders of that town and a recognized leader in civic affairs. In 1659 he removed to Hadley, Mass., and was one of the founders of that town and served as representative in the General Court of Massachusetts. Captain Joseph Taylor, Mr. Powers' maternal great-grandfather, was in all the Indian and Colonial wars, and in the War of the Revolution was aide-de-camp to General Stark. Ezekiel Powers, Mr. Wilbur Powers' great-grandfather, was one of the first settlers of Croydon, N. H., was its largest landowner and wealthiest man, and was a magistrate of the town under King George III. Major Abijah Powers, Mr. Powers' grandfather, was a member of the Board of Selectmen of Croydon, N. H., for many years, represented the town in the State Legislature three times, and served in the War of 1812 as Captain and Major. Elias Powers, father of Wilbur Powers, was a farmer and land surveyor, born May 1, 1808, and died January 29, 1891. He was a County Commissioner and Justice of the Peace and of the Quorum.

Wilbur Howard Powers was born January 22, 1849, in Croydon, N. H. His early life was spent on a farm, but being ambitious to obtain an education he graduated from Kimball Union Academy, Meriden, N. H. Relying wholly upon his own efforts for a collegiate course, he found a friend in Ruel Durkee,—the Jethro Bass of Winston Churchill's novel, "Coniston"—who agreed to finance him to the extent of sixteen hundred dollars, but Mr. Powers was obliged to borrow only six hundred and seventy dollars from his benefactor, for he earned the rest of his college expenses by his own efforts. He received the degree of A.B. from Dartmouth College in 1875; A.M. in 1880, and LL.B. from the Boston University School of Law in 1878. In 1879—January 22—he began the practice of law at 13 Pemberton Square, Boston. From that time on his life has been filled with many and growing activities in various lines of service, professional, political, social and educational. He has been counsel for several towns and railroads, and is executor and trustee of several very large estates. He represented Hyde Park in the Legislature three successive years, 1890-1892; was a member of the Republican State Committee, 1893-1894, and was a presidential elector, casting his vote for McKinley in 1897, and filled many official positions in Hyde Park. While a member of the Legislature he had charge of many important measures, and his conspicuous service made him the acknowledged

floor leader on the Republican side of the House in the latter part of his legislative experience. He has been an active member of the United Order of the Golden Cross, National Fraternal Congress of America, Royal Arcanum, Delta Kappa Epsilon, Masons, Society of Sons and Daughters of American Revolution, Boston City Club, Colonial Club of Cambridge, Waverly Club of Hyde Park, of which he was president for many years, Point Independence Yacht Club, Dartmouth Alumni Association, Alumni Association Boston University School of Law, and president of the Association, 1905-1906; Kimball Union Academy Alumni Association, also president; the Republican Club of Massachusetts, and president National Fraternal Congress of America in 1913.

May 1, 1880, he was married to Emily Owen, and they had two children, Walter Powers, who is a lawyer, and Myra Powers, who died March 4, 1916. His first wife died in 1912, and on May 17, 1914, he married Lottie I. Koehler, née Mills, and now resides in Brookline, Mass.

ALFRED LITTLE WEST

Alfred Little West, attorney, who is a member of the legal firm of Tinkham, Chittenden & West, with offices at 27 State Street, was born January 29, 1874.

He was educated in the public schools and the Boston Latin School, graduating in 1893 and becoming engaged in mercantile pursuits the following year. He subsequently studied law and was admitted to practice in 1911.

Mr. West's maternal ancestors were of old New England stock, four male members being officers in the Revolutionary War.

He is a Republican in politics, and holds membership in the Central Club of Somerville, the Knights of Pythias, Elks and the Masonic Fraternity.

CLARENCE W. ROWLEY

Clarence W. Rowley, who is a prominent member of the Boston Bar, was born May 19, 1871, at Edgartown, Martha's Vineyard. He studied law in the office of W. B. Gale, teaching night school in 1890-91 while pursuing his studies. He was admitted to the Bar February 10, 1893, afterwards passing the examinations that permitted him to practice at the Bar of the United States District and Circuit Courts, the United States Court of Appeals and the United States Supreme Court. His offices are in the Old South Building.



CLARENCE W. ROWLEY

WILLIAM GOODWIN RENWICK

William Goodwin Renwick, attorney, was born of American parents in Berlin, Germany, January 10, 1886. He was educated at the Pomona College in California and Harvard Law School, received the A.B. degree from the college in 1907, and the LL.B. from the Law School in 1911. He began practice alone in 1912, along general lines. He is counsel for the Massachusetts State Automobile Association and is the legal representative of several corporations. Mr. Renwick is descended from James Renwick, the last Covenanter martyr of Scotland, and his



WILLIAM G. RENWICK

grandmother was a Field, of Northfield, Mass., of which family Cyrus and Eugene Field were members. He is a member of the Oakley Country Club, and the Colonial Club of Cambridge, the Weston Golf Club, the International Law Club of Boston, the American Society of International Law, and Commander of the 8th Regiment Machine Gun Company, and is a collector of antique weapons.

Weld Hill, in the Arnold Arboretum, was selected by Washington as a point to fall back upon in case of necessity at the siege of Boston.

AMASA COLLINS GOULD

Amasa C. Gould, a successful lawyer who is interested in many corporations, was born July 6, 1879, in Newton, Mass. He is descended from old New England ancestry, the American branch being established here in 1640. He was educated in the Newton public schools and Harvard College, the last named institution conferring upon him the degree of A.B. in 1900, A.M. in 1901, and LL.B. in 1903. He was admitted to the Bar in 1903, and has practiced here since, specializing in corporation law. He is a director of the Coöperative Association, Bread Loaf Mountain Power Co., H. A. Walker Co., Davis Arms Co., Roxbury Shoe Thread Co., Wood Bros. Co., Jessup & Moore Paper Co., the Hyatt Memorial, and trustee of the Boston Corporation. He is a member of the Bar Association of the City of Boston, Boston Chamber of Commerce, Brae Burn Country Club and the Harvard Clubs of Boston and New York. His offices are at 24 Milk Street.



AMASA C. GOULD

BENJAMIN PHILLIPS

Benjamin Phillips, senior member of the legal firm of Phillips, Van Everen & Fish, patent attorneys, was born at Lynn, April



BENJAMIN PHILLIPS

25, 1862. His preparatory education was received at the Wesleyan Academy, after which he graduated from Dartmouth College in 1883 with the usual degrees. The next two years were spent in study at the Thayer School of Civil Engineering, and in 1885 he entered the Law School of Boston University, graduating in 1888. He was admitted to practice the same year and at once formed a partnership with his father, Edward K. Phillips, in Lynn. During his last years in Lynn he made a study of patent causes, and, upon coming to Boston in the early 'nineties, devoted himself to that phase of legal practice. In 1894 he organized the firm of Phillips & Anderson, and this firm through successive changes became, in 1907, Phillips, Van Everen & Fish, which is now one of the largest and most prominent in its line in the city, numbering among its clients many of the important corporations of the State. Mr. Phillips is a member of the Algonquin Club and is of Welsh ancestry. His for-

bears were among the early settlers of New England and figured prominently in the professional life of the early colony. His offices are in the Exchange Building, 53 State Street, a large suite of rooms and a competent staff of assistants being necessary for the extensive business.

The combination of fire and marine insurance is one of the most important of the branches of the insurance industry in New England.

HON. LOUIS C. SOUTHARD

Hon. Louis C. Southard was born in Portland, Maine, April 1, 1854. Educated in the public schools of Portland, Westbrooke Maine Seminary, Dorchester Massachusetts High School, University of Maine and Boston University Law School. Received degree of B.S. in 1875, M.S. in 1892, and LL.D. in 1904. As a student was engaged in teaching and newspaper work, and edited the Easton *Bulletin* for two years after commencing practice of law at North Easton, Massachusetts, in 1877. Was a Representative and Senator in the Massachusetts Legislature. Is member of the Alumni Advisory Council, University of Maine, president American Invalid Aid Society, thirty-second degree Mason, Past Deputy Grand Master of Masons in Massachusetts, managing director and treasurer of the International Purchasing Company, director and treasurer of the Hudson Tannery Company, president of the State Wharf and Storage Company, trustee Dorchester Savings Bank, etc. Clubs: University, Twentieth Century, Puddingstone, Boston City, Society of the War of 1812.



HON. LOUIS C. SOUTHARD

EDWARD C. STONE

Edward C. Stone, who has taken great interest in legal educational work and in political affairs, was born at Lexington, Mass., June 29, 1878, and was educated in the Lexington public schools and the Boston University Law School, graduating from the latter magna cum laude and obtaining the LL.B. degree. He began practice in the office of Choate & Hall, eventually becoming a member of the firm of Sawyer, Hardy, Stone & Morrison. Mr. Stone has been instructor and lecturer at the Boston University School of Law, and was a lecturer and member of the faculty of Y. M. C. A. Evening Law School, Boston. He is trial counsel for the American Mutual Liability Insurance Co. and other corporations. Mr. Stone is a Republican in politics and was a member of the Massachusetts House of Representatives in 1903 and 1904. He has been Selectman and Moderator of the town of Lexington. He is a member of the Masonic Order, the Odd Fellows, the Sigma Alpha Epsilon Fraternity, the Old Belfry Club of Lexington, the Belmont Spring Country and the Boston City Clubs.



EDWARD C. STONE

To many outside its limits Boston is almost a synonym for education.

HON. GEORGE M. STEARNS

As an attorney of wide experience and a sound practical and judicial mind, Hon. George M. Stearns assumed the position of special justice of the police court of Chelsea, to which he was appointed by Governor Bates in 1903, with all the necessary qualifications for that important office.

He was born in Spencer, April 27, 1856, and received his education at the Spencer High School and Wilbraham Academy. He afterwards entered the Boston University Law School and graduated LL.B. in 1879. He was admitted to the bar the following year and to the United States



HON. GEORGE M. STEARNS

Circuit Court in June, 1899. He was city solicitor of Chelsea for four years and during his term of office rendered many important decisions. He was also a member of the Common Council for three years and served on the Board of Aldermen, being for some years chairman of the Board. Judge Stearns comes of old New England stock, his first American ancestor being Isaac Stern, the original way of spelling the name, who settled at Watertown in 1630. He is a member of the Sons of the Revolution, the Knights of Pythias, the Masonic Fraternity, the Unitarian Church, and is a staunch Republican in politics. His legal practice is of a general character and he has a large clientele. Judge Stearns has been connected with many important cases during his long and busy career. His offices are at 18 Tremont Street.

BENJAMIN H. GREENHOOD

Benjamin H. Greenhood, member of the legal firm of Greenhood & Gallagher, 18 Tremont Street, was born in Dedham, Mass., November 20, 1870. After due preparation he entered the Boston University Law School and graduated cum laude in 1895. He began practice in Dedham the same year and afterwards formed his Boston connection, but retained his office in Dedham. He was associated with Asa P. French in the defense of Joseph E. Seery, charged with the murder of his mother at East Dedham in 1898, and despite public sentiment secured the acquittal of Seery after a ten days' trial. He is a member of the Odd Fellows, the Norfolk Bar Association, New Century Club, the Boston University Alumni and the Dedham Society for the Apprehension of Horse Thieves.



BENJAMIN H. GREENHOOD

ALPHONSE CANGIANO

Alphonse Cangiano, attorney at law, with offices in the Pemberton Building, was born in Italy, March 11, 1884. Attended the public schools of Boston and the Ballou & Hobigand Preparatory School; entered the Boston University Law School, from which he graduated in 1908 with the degree of LL.B.; was admitted to the bar in 1910 and began practice at once in conjunction with John E. Crowley, an association that still continues. His practice is a general one and he has appeared as counsel in many important criminal cases. He has served on various Boston committees for the relief of earthquake and other sufferers of Italy. Mr. Cangiano comes of illustrious Italian ancestry. His grandfather, Michael Cangiano,

was appointed Mayor of Sant'Angelo All'-Esca by decree of King Ferdinand II, later was appointed Mayor by King Victor Emanuel II, and again by King Humbert I.



ALPHONSE CANGIANO

In 1844 he was made a Knight of the Royal Order of Francis I, and later was awarded the Cross of Honor in recognition of his distinguished service. He acted as Government Delegate for the County of Paternopoli, was Captain of the National Guards, and Conciliatory Judge for twelve years. Mr. Cangiano's father, Mark Anthony, a physician, graduated from the University of Naples and practiced in Boston for many years. Daniel Cangiano, his father's uncle, was for a long period physician to the Royal House of Bourbons.

CONRAD J. RUETER

Conrad J. Rueter, attorney, was born in Boston, September 26, 1863, and was educated at Harvard College, Boston University Law School and Bonn University, Germany. Since admission to the Bar, Mr. Rueter has been active in his profession and in several commercial enterprises. He is secretary of the A. J. Houghton Company, and treasurer of Rueter & Company. He is a Trustee of the Boston City Hospital and on the Visiting Committee of the Germanic Museum, Harvard University, holds membership in the Boston Art Club, Harvard Club, Massachusetts Automobile Club, Boston Athletic Association, Wollaston Golf Club, the Brae Burn, Seapuit and Tedesco Country and the Eastern Yacht Clubs, also the Corinthian Yacht Club.

JOSEPH WIGGIN

Joseph Wiggin, attorney, of Malden, Mass., was born at Exeter, N. H., March 7, 1871, the son of (Judge) Joseph F. and Ruth (Hollis) Wiggin. His parents moved to Malden in 1880. He attended the Malden Public Schools, graduated from Harvard College (magna cum laude) in 1893 and from the Harvard Law School in 1896. After his admission to the Bar in 1896 he practiced with his father until the latter's death in 1906, since which time he has practiced alone.

Mr. Wiggin has been interested in many of the local enterprises and organizations in Malden. He was Malden's City Solicitor for eight years, a member of its School Board for five years, and is now serving his fifth year as a trustee of the Malden Public Library. He is vice-president and a director of the First National Bank of Malden, a trustee and member of the Investment Committee of the Malden Savings Bank, and trustee and treasurer of Sanborn Seminary of Kingston, N. H. He is a member of the Council of the Middlesex Bar Association, the Grievance Committee of the Massachusetts Bar Association, holds membership in the Boston and American Bar Associations, and the Harvard Club of Boston. In college he was prominent in athletics and was for a year captain of the Harvard baseball team.

EDWARD IRVING TAYLOR

Edward I. Taylor, lawyer, and general attorney for New England of the Maryland Casualty Co. of Baltimore, was born in New York City, December 30, 1882. He is of old Quaker ancestry, being descended from John Sharpless, of Hatherton, Cheshire, England, who settled near Chester, Pa., in 1682. Another ancestor was Donald Cargill, Scottish Covenanter, who was beheaded in Edinburgh, July 27, 1681, at the age of seventy years, because of his religious beliefs. After a preparatory education in the schools of Hoboken, N. J., he became a traveling salesman and then entered the New York University Law School, from which he graduated in 1907. He was admitted to the New York Bar in 1908, and began practice there the same year. The New Jersey Bar admitted him July 5, 1911, and upon his appointment to the position of general attorney of the Maryland Casualty Co., he was admitted to practice in Massachusetts, February 14, 1913. Mr. Taylor is a member of the American Bar Association, the Philomathic Society of Hoboken, N. J., New York University, Chapter Delta Chi, and Colfax Council, Royal Arcanum. He is a Republican in politics and a member of the executive committee of the Republican Central Committee of Hudson County, N. J. His offices are at 111 Milk Street, Boston.



EDWARD I. TAYLOR

CHARLES P. SEARLE

Charles P. Searle of the legal firm of Searle & Waterhouse was born in New Marlboro, Mass., July 21, 1854. After graduating from Amherst College in 1876 he studied law and was admitted to the Suffolk County Bar in 1884. Mr. Searle makes a specialty of customs and revenue practice, and his firm has the largest business in this line in New England. He is a Republican in politics and holds membership in the Brookline Country Club, Algonquin Club, the University, Exchange and Essex Country Clubs, and the Metropolitan Club of Washington. His offices are at 50 Congress Street and his residence 280 Commonwealth Avenue.

One of the most beautiful streets in the world is Commonwealth Avenue, in Boston's fashionable Back Back district.

JAMES MOTT HALLOWELL

James Mott Hallowell, lawyer, was born in West Medford, Mass., February 13, 1865. He graduated A.B. from Harvard in 1888 and LL.B. from Harvard Law School in 1893. He was admitted to the Bar and began practice in New York City the same year. Returning to Massachusetts he was made Second Assistant Attorney-General of the State in 1894, and Assistant Attorney-General in 1898. He resigned in 1903 to take up private practice, and became a member of the firm of Knowlton, Hallowell & Hammond. Upon the death of Mr. Knowlton in 1902, the firm became Hallowell & Hammond, and since 1911 has been Mayberry, Hallowell & Hammond. He was City Solicitor for Medford, Mass., 1902-6. He is a member of the American, Massachusetts and Boston Bar Associations and the Union and Country Clubs. His offices are at 20 Pemberton Square.



JAMES M. HALLOWELL

HON. ELMER L. CURTISS

Hon. E. L. Curtiss, of the legal firm of French & Curtiss, was born in Derby, Conn., June 11, 1861, and was educated in the public schools and the Bridgewater Normal School. He graduated in 1884, taught school for eight years and filled the position of Superintendent of Schools for six years. He tutored himself in law and was admitted to the Bar in 1898. Mr. Curtiss was elected to the Massachusetts Legislature in 1908 and was a member of the Committee on Metropolitan Affairs which framed the Boston Charter. He has been a Civil Service Commissioner since 1909 and is a member of the Masonic Fraternity, the Odd Fellows and the Wompateeck Club of Hingham, of which he was president for two years. His offices are at 89 State Street.



HON. ELMER L. CURTISS

ARTHUR BLACK

Arthur Black, attorney-at-law, was born in Troy, N. Y., December 3, 1880. After a preparatory education he entered Harvard College for the classical course and graduated with the Class of 1903. He then entered the Harvard Law School and was the recipient of the LL.B. degree upon graduation in 1906.

After admission to the Bar he began practice in Boston and has remained here ever since. Mr. Black practices independently, and the character of his legal work is of a general nature, specializing in no particular line.

His offices are at 53 State Street and he resides in Winchester.

MARK STONE

Mark Stone, lawyer, 43 Tremont Street, was born in Neumark, Prussia, August 8, 1857, and brought to Boston when one and a half years of age. He was educated in the Boston elementary grammar schools and English High School, being awarded the Franklin medal by the latter upon graduation in 1874. While acting as confidential bookkeeper for a Boston house he studied law and was admitted to the Bar in 1906. He is a member of the Masonic Fraternity, Odd Fellows, Royal Arcanum, Foresters of America, the Independent Order B'nai B'rith, and is secretary of the Home for Jewish Children and secretary for the past fifteen years of Temple Ohabei Shalom.

HERBERT S. AVERY

Herbert S. Avery, who is the attorney in charge of the Boston Claim Department of the London Guarantee and Accident Co., Ltd., was born in Plymouth, Mass., September 15, 1883. He was educated at the Plymouth High School, Boston University College of Liberal Arts, and the Boston University Law School. He was admitted to the Bar August, 1909, and practiced with Dickson & Knowles from that time until 1913, when he resigned to accept his present position. Previous to taking up the study of law, Mr. Avery filled a clerkship with the N. E. Telephone & Telegraph Co., later becoming a stenographer for William Filene's Sons Co., and subsequently assistant superintendent of employees for the same firm.



HERBERT S. AVERY

Many historic spots throughout the city have been designated permanently by placing of bronze tablets.

FREDERICK MANLEY IVES

Frederick Manley Ives, of the legal firm of Burdett, Wardwell & Ives, was born in Salem, Mass., January 5, 1880. His preparatory education was received in the public schools of Salem, after which he entered Harvard University, and in 1910 won the "Bowdoin Prize" for an essay on "Constitutional Aspects of the Acquisition of Foreign Territory by the United States." He was awarded the A.B. degree in 1901 and in 1903 graduated from the Harvard Law School, LL.B. Mr. Ives is a member of the Bar of Massachusetts, State and Federal Courts and of the United States Supreme Court. He has been principally engaged in the trial of cases for the Edison Company of Boston and the Boston Elevated Railway. He has been Moderator of the town of Winchester for the past five years and is a member of the Harvard Club of Boston, the Boston City Club, Engineers Club and the Massachusetts Club.



FREDERICK M. IVES

FRED JOY

Fred Joy is descended from an old New England family that settled here in 1635, his first American ancestor being Thomas Joy, who was architect and builder of the First Town House, that stood on the site of the present Old State House. Mr. Joy was born in Winchester, July 8, 1859, and graduated from Harvard in 1881. He studied law, and being admitted to the Bar in 1884 began practice in Boston, where he has since been located. He had served as a Republican in both branches of the State Legislature, and has been most successful along legal lines. He is a director of the Cutting Car Co., the United States Fastener Co., and other corporations, and a trustee of the Winchester Savings Bank. Mr. Joy holds membership in the Harvard Club of Boston and New York City and the University Club of Boston. He resides at Winchester and his offices are at 95 Milk Street, Boston.

The first cry for the protection of American industries was raised in Charlestown in 1811 in connection with the manufacture of morocean leather.

S. HENRY HOOPER

S. Henry Hooper, lawyer, was born in Boston, July 29, 1853, of old New England ancestry. He graduated A.B. from Harvard in 1875 and from the Harvard Law School in 1878; was prominent in athletics in college and thereafter. He has practiced in Boston since 1880 and was admitted to the United States Courts in 1882. Mr. Hooper has been identified with much important litigation in State and Federal Courts. He was president of Hooper, Lewis & Co., a corporation, from 1900 until 1912, during which period he paid more attention to the stationery business than to law practice. He compiled the list of bankrupts in the District of Massachusetts, August 1, 1898, to July 31, 1905. His clubs are the 'Varsity (Harvard) and the Annisquam Yacht. Mr. Hooper married June 7, 1888, Annie Heywood Lord of Boston. They have three children, viz.: Linzee Sewall, Dorothy and John Sewall Hooper. His offices are in Barristers Hall and his home in Hingham, Mass., at the old family homestead, "The Grange."



S. HENRY HOOPER

GEORGE WINSLOW WIGGIN

George W. Wiggin, attorney at law, was born in Sandwich, N. H., March 10, 1841. He was educated in the public schools, at the Friends Boarding School, Providence, R. I., and at the Phillips (Exeter) Academy. He afterwards read law in the office of the Hon. Samuel Warner, and was admitted to the Norfolk County Bar in 1872. He began practice in Franklin and subsequently opened a Boston office, being at the present time located in the Tremont Building. Mr. Wiggin is descended from Samuel Winsley, one of the first settlers of Salisbury, Mass. He was for ten years moderator of the town meetings in Franklin, and has officiated as commissioner in many cases for the elimination of grade crossings.



GEORGE W. WIGGIN

JEROME J. PASTENE

Jerome J. Pastene, president of the Association of Italian Members of the Massachusetts Bar, is attorney for some of the largest Italian firms in the United States and Italy and has many interests in Boston commercial concerns. He was born in this city December 31, 1871, and after a preparatory course entered the Boston University Law School, from which he graduated cum laude in 1897. He was admitted to the Bar the same year. Mr. Pastene is interested in the P. Pastene & Company, Incorporated, T. Dexter Johnson Co., the Talbot Avenue Auto Station, and W. H. Brayton Co. On December 31, 1911, Mr. Pastene was married to Florence I. Labelle of Boston. He is a thirty-second degree Mason, a member of the Cora Temple, A.A.O.N.M.S., the Royal Arcanum and the Boston Italian Club. His offices are at 18 Tremont Street.



JEROME J. PASTENE

SAMUEL HALL WHITLEY

Samuel H. Whitley, lawyer, was born February 15, 1881, at Plattsburg, N. Y., the son of Samuel J. and Jennie (Hall) Whitley. He is a descendant of the Payn family of "Mayflower" ancestry, and many of his progenitors were soldiers in the Revolutionary Army and figured prominently in Colonial affairs. Mr. Whitley was educated at Plattsburg High School, Brown University, and graduated from the Harvard Law School in 1906. He was admitted to the Bar the following year and began practice at once, specializing in probate work and corporation investigation. He is a member of Phi Delta Theta Fraternity, Paul Revere Lodge of Masons, the Boston Scottish Society, and served three years in the Cadet Corps, M. V. M., and is now a member of the Veteran Corps. His offices are at 15 Beacon Street.



SAMUEL H. WHITLEY

GEORGE FOX TUCKER

George F. Tucker, lawyer and author, was born in New Bedford, Mass., January 19, 1852, and was educated at the Friends Academy, New Bedford, the Friends School, Providence, and finally graduated

from Brown University, Providence, in 1873. After studying law and admission to the Bar, he began practice in New Bedford in 1876, removing to Boston in 1882. He has specialized largely in wills and corporations, having written legal works on both subjects and collaborated with Dr. Wilson on International Law. He is also the author of a work on the Monroe Doctrine and a novel entitled "A Quaker Home." Mr. Tucker is of the seventh generation of Quakers in this country. He is an Independent Democrat in politics and was on the School Committee of New Bedford in 1881 and a member of the Massachusetts Legislature in 1890-91 and '92. He is a member of the Authors Club, and the Royal Societies Club of London. His offices are in Barristers Hall.

HENRY T. RICHARDSON

Henry T. Richardson, lawyer, was born in Chicago, Ill., December 26, 1871. He was educated in the public schools of Massachusetts, and was admitted to the Suffolk Bar in January, 1893, beginning practice at once. He has been in general practice since that date. Mr. Richardson is a member of the Boston City Club, a trustee and former president of the Mercantile Library Association, member and one time president of the Boston Congregational Club, a member of the American, Massachusetts and Norfolk Bar Associations and one of the Council of the latter. He is married and has five children. His offices are in the Kimball Building, 18 Tremont Street. He resides in Brookline.



HENRY T. RICHARDSON

SHELDON E. WARDWELL

Sheldon E. Wardwell, attorney, was born at Haverhill, Mass., in 1882, and after preparation at St. Paul's School, Concord, New Hampshire, he entered Yale and graduated with the degree of A.B. in 1904. The Harvard Law School conferred the LL.B. degree upon him at graduation in 1907, after which he went to Washington as secretary to Hon. William H. Moody, Justice of the Supreme Court of the United States. Returning to Boston in 1909, he became associated with the legal department of the Boston Elevated Railway Co., and one year later entered the office of Burdett, Wardwell & Ives, of which his father, J. Otis Wardwell, was a partner, and in 1912 he became a member of that firm. He is a member of the Massachusetts and Federal Bars, the Boston Athletic Association, Engineers, Harvard, Oakley and Country Clubs, the Yale Club of New York City, the Metropolitan Club of Washington, D. C., and the Massachusetts Club.



SHELDON E. WARDWELL

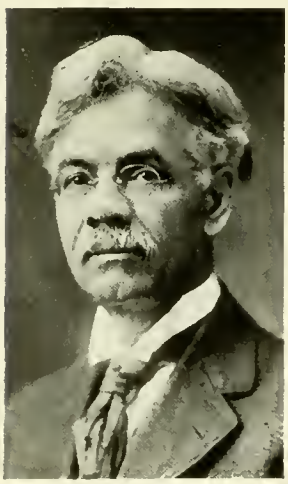
When the first Bar Association was formed is not known. It appears to have been dissolved some time between the dates of 1761 and 1767. In January, 1770, the second Bar Association was organized at a meeting of leading barristers and attorneys at the Bunch of Grapes Tavern. The rules of this association regulated admission to the Bar. One of the rules was that no member should receive a student in his office without the consent of the Bar. The present "Bar Association of the City of Boston" was organized on June 10, 1876.



AN ATTRACTIVE VIEW OF THE COURT OF THE BOSTON PUBLIC LIBRARY

BUTLER ROLAND WILSON

Butler R. Wilson, lawyer, was born in Atlanta, Ga., July 22, 1861. He obtained the A.B. degree in 1881 and the A.M. in 1884 from the Atlanta University, and graduated LL.B. from the Boston University School of Law in 1884. He was admitted to the Suffolk Bar the same year and has practiced in Boston since with offices at 34 School Street. He has been a Master in Chancery since 1901 and is a member of the American and Massachusetts Bar Associations, the American National Red Cross Association, director of the Boston Home for Aged Colored Women, secretary of the Boston Branch of the National Association for the Advancement of Colored People, secretary of Board of Directors of the Harriet Tubman House, member of the Speakers Committee of the Ford Hall Lecture Courses, member of the Executive Committee of the South End Improvement Association, an Odd Fellow and member of the Massachusetts Republican Club.



BUTLER R. WILSON

Greater Boston is a big industrious hive; the core of New England; one of the busiest factory districts of the Globe; a great trade and money centre and port; conspicuously a city of piled-up wealth, financial means, and power. It is the second American port and is next to New York as a banking centre. It is well named the "Hub."

JOSEPH P. FAGAN

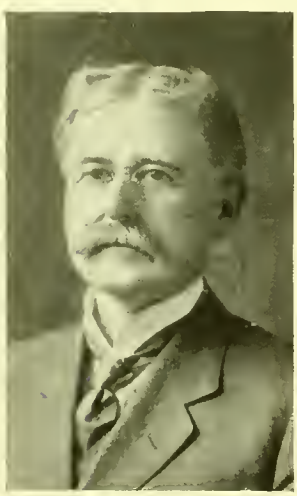
Joseph P. Fagan, who has since admission to the Bar in 1899 been associated with James E. Cotter in the general practice of law, was born at Dedham, Mass., January 1, 1878. He was educated at the public schools and at the English High School, afterwards entering the Boston University Law School, from which he received the LL.B. degree upon graduation in 1898. Since beginning practice he has been engaged in important litigation, relating principally to corporate and commercial law. He is a director of the Coffin Valve Co., and is a member of the Boston City Club, Commonwealth Country Club, Young Men's Catholic Association, and the Knights of Columbus. His office is in the Sears Building.



JOSEPH P. FAGAN

EDWARD O. HOWARD

Edward O. Howard, attorney, of 53 State Street, was born March 11, 1852, at Winslow, Kennebec County, Maine. He attended the Waterville Classical Institute, now Coburn Institute; Colby University, now Colby College, and Bowdoin College, graduating from the latter in 1874. He began the practice of law in Fairfield, Me., in 1877, but removed to Boston in 1880, and has continued his legal work here since. Mr. Howard is descended from John Howard, who came from England about 1635 and settled at Bridgewater. On the maternal side he numbers among his forbears William Bassett, also from England, who settled at the same New England town in 1621. He is a member of the Dirigo Club of Dorchester and the Zeta Psi Fraternity.



EDWARD O. HOWARD

In the good old days of our grandfathers there used to be a great deal of hand weaving, but now that is all gone, and the clatter and rattle of textile machinery is to be heard within the walls of many a heavily built brick building in and around Boston.

AUSTIN M. PINKHAM

Austin M. Pinkham, of the legal firm of Pinkham, Chittenham & West, 27 State Street, was born in Gloucester, Mass., October 2, 1871. He was educated at the Boston Latin School, Harvard College and the Boston University Law School. Upon graduation from the latter in 1897, he was admitted to the Bar and began practice at once. After practicing alone for several years he organized the present firm and is now engaged in corporation work, frequently conducting cases in the Supreme Court of the various New England States. Mr. Pinkham is attorney for the American Express Co., member of the Boston City Club, Chamber of Commerce, and the Central and Clarendon Clubs. He is a member of the Board of Aldermen of Somerville, the Somerville Planning Board and of the Council of Fifty of the City Planning Board of the State.



AUSTIN M. PINKHAM

LOUIS L. G. DE ROCHEMONT

Louis L. G. de Rochemont, lawyer, was born November 29, 1872, in Portsmouth, N. H. His education was received at the Portsmouth High School, Harvard College, and the Boston University Law School, his graduation from the last named institution being in 1894. After admission to the Bar he took up the practice of commercial and corporation law. He was a resident of Chelsea at this period and served that municipality as City Solicitor for eight years. Mr. de Rochemont is of French Huguenot ancestry on the paternal side, and his maternal progenitor was a member of the Nutter family, who was one of the first settlers of the town of Newington. He is a member of the B. A. A., Boston Press Club, and the Calumet Club of Winchester. His offices are at 15 State Street.



LOUIS L. G. DE ROCHEMONT

ARTHUR NOBLE RICE

Arthur N. Rice, who in addition to legal work is interested in several commercial enterprises, was born in Boston, October 4, 1878. He graduated from Harvard College in 1900 and from the Harvard Law School in 1904. After admission to the Suffolk Bar, he began practice alone in Boston, and has offices at 50 Congress Street. Mr. Rice has a clientele that includes individuals and corporations in both criminal and civil practice. He comes of old New England ancestry, his grandfather having been the late ex-Governor Alexander Hamilton Rice of Massachusetts, while his maternal forbears also figured in the early history of the State.

Mr. Rice is treasurer and director of the Albany Clay Products Co., president and director of the Monarch Pool Mining Co., and was formerly second vice-president and director of the Swift Contracting Company. He is a Republican in politics and is connected with many organizations. Among these are the Massachusetts Bar Association, the Boston Bar Association, the Nevada Bar, Harvard Club of Boston, Harvard Club of New York, Society of Colonial Wars, the Tennis and Racquet Club of Boston and the Delta Kappa Epilson Fraternity. He is unmarried and resides at 13 West Cedar Street, Boston.

Boston Common, one of the greatest assets any city could have, is located in the very heart of the town. It is a solace to the eyes, feet and bodies of thousands every day. Its present extent is forty-eight and two-fifths acres.

GEORGE L. DILLAWAY

George L. Dillaway, lawyer, was born November 12, 1870, in Natick, Mass. After a preparatory education he graduated from Bowdoin College in 1898 and from Harvard Law School in 1901. He is in active practice before the State and United States Courts. Mr. Dillaway comes from old New England ancestry, being descended from William Dillaway, who was a trooper in King Philip's War in 1675. Mr. Dillaway is married and resides on Dillaway Street, Wakefield, Mass. He is a member of the Converse Lodge, the Bear Hill Golf Club of Wakefield, the Order of the Eastern Star, the Wakefield Republican Town Committee, the Zeta Psi Fraternity, and has for a long time been a vestryman of Emmanuel Episcopal Church, Wakefield.



GEORGE L. DILLAWAY

VINCENT BROGNA

Vincent Brogna, legislator and lawyer, was born in Italy, May 14, 1887, and was educated in the public schools, the English High School and the Boston University Law School. He graduated cum laude from the latter in 1908 with the LL.B. degree. He was admitted to the Bar previous to his graduation and has offices in the Tremont Building. Mr. Brogna is a Democrat in politics and was a member of the Legislature in 1912-13 and '14. He was again elected to the House in 1916 and is a member of the Judiciary Committee. He was appointed a Master in Chancery by Governor Foss to succeed the late Judge Dewey, and is the youngest man ever appointed to that quasi judicial position.



VINCENT BROGNA

WALTER BRUCE GRANT

Walter B. Grant, who has attained a national reputation in connection with his legal work, was born in Milwaukee, Wisconsin, March 21, 1859. His preparatory education was received in the public schools of Derry, N. H., Lawrence, Mass., and Washington, D. C. He was principal of a school in Falls Church, Va., in 1881-1882, and then entered Columbian College, Washington, D. C. While pursuing his legal studies at the Columbian College Law School he filled a law clerkship in the U. S. Pension Bureau and was legal adviser of Committees in the 50th Congress. The University conferred upon him the degree of LL.B. in 1884, and of LL.M. in 1885. He was admitted to the Supreme Court of the District of Columbia, May 15, 1885, and to the Supreme Court of the United States, January 28, 1889. He removed to Massachusetts two years later, and upon admission here took up the practice of his profession in Boston. In September, 1910, Mr. Grant was appointed counsel for the United States in the Chamizal Arbitration Case, which fixed the boundary line between the United States and Mexico under treaty between the two countries. Mr. Grant is president and director of the American Tube Works, and is a member of the Masonic Fraternity, the Phi Kappa Psi Fraternity, and of several clubs. He is descended from Peter Grant, who came to New England from Scotland in 1652, and settled in Boston and later in York Co., Me. His maternal forbears were Scotch-Irish, and were among the early settlers of Londonderry, N. H. He was married August 28, 1889, to Lue E. Tripp. His offices are in the Old South Building.



WALTER B. GRANT

The first man in Boston who really called himself a lawyer was Thomas Lechford, who was educated for the Bar in England.

The lawyers of Boston today hold an enviable position throughout the United States and the civilized world.

FRANK M. ZOTTOLI

The descendant of an illustrious Italian ancestry, Frank M. Zottoli was born September 20, 1872, in Serre di Persano, Province of Salerno, Italy. After a partial training in the elementary schools of his native land, he came to Boston with his parents and received his preparatory education in the public schools and the Latin High School of Boston. He then took up the study of law at the Boston University Law School and graduated in 1899 with the LL.B. degree. He was admitted to the Bar immediately after leaving the University and began practice at 27 Tremont Row in 1900. His adaptability and unceasing energy soon brought a large clientele, and in the years that have intervened he has defended twenty-five persons charged with homicide, of which number he succeeded in securing nineteen acquittals. Three of these cases were tried in other States, and in one of them the Chief Justice, Hon. L. A. Emery of the Supreme Court of the State of Maine, speaking of Mr. Zottoli said: "We have reason to be grateful to the eminent counsel who has come here from Boston to defend his compatriot, and for his labor, vigilance and faithfulness in the defence of this case." This unusual record fixed Mr. Zottoli's status as a criminal lawyer of more than ordinary ability. He does not, however, confine himself to this class of work, having a general practice and appearing frequently in the civil courts and acting in numerous cases as counsellor. The energy that marks Mr. Zottoli's actions along legal lines is illustrated in two cases where the time record for speed was broken. One of these was the obtaining of a pardon for a client twenty minutes after the petition had been filed with Governor Foss, and the other was the securing of a divorce decree within twenty-four hours of its return day. Mr. Zottoli is a Democrat in politics, and was appointed Bail Commissioner of the County of Suffolk in 1906, still holding the office by reappointment of the Justices of the Superior Court. Mr. Zottoli's ancestors were all professional men. His paternal grandfather, Raffaele Zottoli, was Secretary of State when General Colleta was vice-King of Sicily. The maternal branch is descended from the ancient Dell 'Aquila family, which owned and governed the Province of Benevento. Many of the male members of this illustrious family were magistrates and professional men, who figured prominently in politics and the social history of their country. Some years ago Mr. Zottoli moved his private office to 240 Hanover Street, in a district where he has a large practice, which is by no means confined to his own countrymen, many English-speaking people being numbered among his clients. Mr. Zottoli was married in 1903 to Fillipa M. Nobile, and has one son, Anthony G. R. Zottoli.



FRANK M. ZOTTOLI

HENRY F. HURLBURT, Jr.

After being educated at St. Paul's School, Concord, N. H., Harvard University and Harvard Law School, and obtaining the A.B. and LL.B. degrees from the last two named institutions, Henry F. Hurlburt, Jr., began the practice of law September, 1905, with the firm of Hurlburt, Jones & Cabot, of which his father is senior member, and was admitted to partnership in January, 1911. His work during his ten years of practice has been the trial of causes defending various corporations and individuals, prominent among which is the Bay State Street Railway Co. Mr. Hurlburt is a member of the Harvard, Maugus, Wellesley Country and Railroad Clubs. His home is at Wellesley Hills and his offices at 53 State Street.



HENRY F. HURLBURT, JR.

GEORGE L. MAYBERRY

Born in Edgartown in 1859, George L. Mayberry received his preparatory education in the public schools of his birthplace, and after taking the classical course at Harvard entered the Boston University Law School for legal training. He graduated from the Law School in 1885 and was admitted to the Bar the same year. He began practice in Boston and Waltham and became City Solicitor of the last-named city four years later, and in 1891 was elected Mayor. He was reëlected the following year and again in 1898, 1899, and 1900. Mr. Mayberry has handled some of the biggest law cases tried in the Commonwealth in recent years, and he is recognized as one of the leading corporation lawyers of the city.



GEORGE L. MAYBERRY

Benjamin Lynde was the first Massachusetts born lawyer to be regularly educated to the profession, and it has been asserted that he was the first trained lawyer on the bench. He was appointed a judge of the Superior Court of Judicature in 1712 and in 1729 was made chief justice. He retired from the bench in 1745 and died in 1749.

JOHN FREDERICK NEAL

John F. Neal, lawyer, was born in Dover, N. H., September 21, 1874. He graduated from Harvard College in 1897 and from the Harvard Law School in 1900. His graduation from Harvard was magna cum laude with the A.B. degree and he received honorable mention for his proficiency in philosophy and history. He has been actively engaged in general legal practice since 1900. Mr. Neal comes from Colonial and Revolutionary ancestry, his forbears being among the early settlers of Dover and Portsmouth, N. H. He is a member of the Masonic Fraternity, being Past Master of Mount Vernon Lodge, of Malden, and associated with various bodies of the order. He also holds membership in the Boston City Club and the Kernwood and University Clubs of Malden. His offices are in the Tremont Building and he resides in Malden, Mass.



JOHN F. NEAL

WILLIAM M. NOBLE

William M. Noble, senior member of the legal firm of Noble, Davis & Stone, 53 State Street, was born at Springfield, Mass., February 27, 1865, and was educated at the Chelsea High School and spent a year in private study of classics after graduation. His legal studies were at the Boston University Law School, from which he graduated LL.B. in 1888. After admission to the Bar he was for some time in the office of Sherman L. Whipple, after which he began practice alone. He organized the present firm ten years ago, his associates being former employees. Mr. Noble's practice is general and he has been very successful. He is trustee of the Newton Centre Savings Bank, and a member of the Massachusetts, United States and California Bar Associations.



WILLIAM M. NOBLE

CHARLES A. McDONOUGH

Charles A. McDonough, lawyer, was born in Dedham, Mass., February 18, 1872, and was educated in the public schools. He studied law with Judge Henry W. Bragg, with whom he has shared offices at 18 Tremont Street, since his admission to the Bar, August 8, 1893. His practice is a general one and he acts as counsel for a large number of commercial and manufacturing corporations. He is deeply interested in historic and economic subjects and holds membership in the American Bar Association, Massachusetts Bar Association, Bar Association of the City of Boston, Bostonian Society (Life Member), Academy of Political Science, New York, American Economic Association, Boston Economic Club and the Boston City Club.



CHARLES A. MCDONOUGH

The first steps to organize a bank clearing house for Boston were taken in 1855.

Boston is still the distributing centre of two great lines of industry—boots and shoes, and wool. The firms representing these lines refuse to yield Boston's supremacy.

RALPH E. JOSLIN

Ralph E. Joslin was born at Hudson August 26, 1864. He was educated in the public schools there and at Tufts College, which conferred the A.B. degree upon him in 1886. He afterwards entered the Boston University Law School, from which he graduated LL.B. in 1888, and supplemented his legal training by reading law in the office of his father, James T. Joslin, with whom he was associated after being admitted to the Bar in 1889. Mr. Joslin comes of old New England ancestry, both the paternal and maternal branches being established here in 1635. He is a member of the Theta Delta Chi and the Phi Beta Kappa Fraternities, the Calumet Club and the American, Massachusetts and Middlesex Bar Associations. He is a Mason and an Odd Fellow. He has been a resident of Winchester since 1900.



RALPH E. JOSLIN

HENRY FRANCIS HURLBURT

Henry F. Hurlburt, lawyer, was born in Boston June 29, 1854. He was educated in the schools of Hudson, Massachusetts, and Cornell University. He studied law in the offices of Burbank & Lund, Boston, and was admitted to the Bar in 1877, beginning practice in Lynn. He was District Attorney of Essex County from 1883 until 1889 and in 1897 removed to Boston and formed a partnership with Boyd B. Jones, who was at that time U. S. Attorney for Massachusetts. The firm subsequently became Hurlburt, Jones & Cabot, with offices at 53 State Street, and is engaged in general and corporate practice. Mr. Hurlburt holds membership in the Algonquin Club, Beacon Society, Boston Art Club, Eastern Yacht Club and Country Club.



HENRY F. HURLBURT

Precisely as "Wall Street" or "Threadneedle Street" represents a power rather than a thoroughfare, so "State Street" is known to the world in a financial rather than a geographical sense. It has become a synonym for financial Boston.

JOHN TYLER WHEELWRIGHT

John T. Wheelwright, who, in addition to his legal practice, has been active in the affairs of the State and City, was born at Roxbury, February 20, 1856, the son of George William and Hannah G. (Tyler) Wheelwright. He was prepared for college at the Roxbury Latin School and graduated from Harvard, with the A.B. degree, in 1876. He entered the Harvard Law School in September, 1877, in the second year class and obtained the LL.B. degree in 1878, finishing his legal studies in the office of Brooks, Ball & Storey. He was admitted to the Suffolk Bar in 1879, and has been engaged in active practice in Boston since that time, being now a member of the firm of Wheelwright & Codman, with offices at 19 Milk Street. Mr. Wheelwright has filled several non-elective offices. He was chairman of the Board of Gas and Electric Light Commissioners of Massachusetts in 1894, and from 1896 to 1900 was assistant corporation counsel of the City of Boston. He was acting Park Commissioner of the city in 1897 and 1898 and, during Governor Russell's term, was on the staff of that official as quarter-master general, with the rank of colonel, and is now a member of the Council of the Massachusetts State Department of Health. Mr. Wheelwright is a director of the George W. Wheelwright Paper Co. He was married October 19, 1907, to Mabel deL. Merriam, at Washington, D. C., and has one son, Merriam Wheelwright, who was born July 30, 1908. He resides at 14 West Cedar Street, Boston.



JOHN T. WHEELWRIGHT

HENRY C. SAWYER

A foremost interpreter of insurance law in New England is Henry C. Sawyer, of the legal firm of Sawyer, Hardy, Stone & Morrison, who was born in Fitchburg, Mass., January 24, 1878. He was educated at the public schools and at the Boston University Law School, from which he graduated magna cum laude in 1899. He was admitted to the Bar the same year and was Assistant District Attorney for the Northern District from 1910 until 1912 and has been a professor of law in the Boston University Law School since 1911. He is counsel for the Employers' Liability Corporation, Ltd., the Zurich General Accident & Liability Co., the Fidelity & Casualty Company of New York, and the Hartford Accident & Indemnity Co. He is a member of the Masonic Fraternity, the Lexington Country and Vesper Country Clubs, Yorick and Aurora Clubs, and the American, Boston, Massachusetts and Middlesex Bar Associations.



HENRY C. SAWYER

JOSEPH T. ZOTTOLI

Joseph T. Zottoli, who has been very successful as a trial lawyer at the Suffolk County Bar, was born in Italy, September 30, 1880, the son of Anthony L. and Carmela (Del Aquila) Zottoli. He was brought to Boston by his parents when quite small and was educated in the public schools and the Dorchester High School. Entering the Boston University Law School, he took the full legal course and graduated cum laude in 1903, with the LL.B. degree. He was admitted to the bar the same year and began practice with his brother, Frank M. Zottoli, at 27 Tremont Row. This association continued until 1909, when Mr. Zottoli started alone at 43 Tremont Street, where he still has his offices. He is an active trial lawyer, and his practice is mostly criminal.



JOSEPH T. ZOTTOLI

Mr. Zottoli comes of a family well known in the legal circles of Italy. His uncle, Antonio Zottoli, ex-mayor of Salerno, is still practicing at the age of ninety years. He is a member of the Dorchester Club, the Savin Hill Yacht Club, the Independent Order of Red Men and the Knights of Pythias. He is a Republican in politics, but has never held office. Mr. Zottoli resides in Dorchester.

Up to the end of the first quarter of the nineteenth century the business of Boston was almost entirely commercial in its character. Its wealthy and successful merchants were shipowners and importers; but at about that time the business of manufacture received an impetus, and those merchants who had been importers of merchandise from England, France and other European countries, began to enter upon the work of domestic production.

ARTHUR ELLINGTON BURR

Arthur E. Burr, attorney-at-law, was born in Boston, July 23, 1870. His preparatory education was at the Boston Latin School, after which he entered Harvard. He graduated in 1891 with the degree of A.B., *magna cum laude*, and obtained his LL.B. from the Harvard Law School in 1894. He has practiced in Boston since and now has offices at 15 Congress Street. Mr. Burr was a member of the Massachusetts House of Representatives in 1915 and 1916, serving on the Judiciary and Election Laws Committees. He is a member of the Massachusetts Bar Association, the Brae Burn Country, City, University and Harvard Clubs of Boston, the Massachusetts Club, the Republican Club of Massachusetts and the Masonic Fraternity. He was married April 17, 1899, to Emily Frances Sturtevant of Hyde Park, Mass., and they have one son, Sturtevant Burr.



ARTHUR E. BURR

WILFRED H. SMART

Wilfred H. Smart, who is one of the successful younger members of the Bar, was born in Dorchester, N. H., April 22, 1883. His classical education was obtained at Dartmouth College and his legal training at the Harvard Law School. After completing his studies, and admission to the Bar, he entered the law office of Powers & Hall, and after one year with those well-known attorneys, organized the legal firm of Smart & Burns, with offices at 8 Winter Street. Mr. Smart is secretary of the Boston Alumni Association of Dartmouth College and is a member of the Dartmouth and Harvard Clubs of Boston, the Middlesex Club and the Belmont Springs Country Club. He was married at the end of his junior year in college to Rachel G. Smith, of Meredith, N. H.

J. WESTON ALLEN

J. Weston Allen, lawyer and legislator, was born in Newton Highlands, April 19, 1872, the son of Walter Allen, formerly editor of the Boston *Advertiser*. Mr. Allen graduated from Yale in 1893 and from the Harvard Law School in 1896. He has since been engaged in the practice of the law, during ten years in association with ex-Governor John D. Long. He has served as a member of the Board of Directors of Lasell Seminary, the Board of Trustees of the Roe Indian Institute, and vice-chairman of the Boston Indian Citizenship Committee. In 1912 he was engaged in the investigation of land and timber frauds among the Ojibway Indians and in 1913 he made an investigation of conditions among the Five Civilized Tribes in Oklahoma and the Navajos in New Mexico and Arizona. In 1915 and 1916 he was a member of the Massachusetts House of Representatives, in the latter year serving as a member of the special committee of the Legislature upon the consolidation of commissions.



J. WESTON ALLEN

The city's residential sections equal any in America and the handsome homes on Commonwealth Avenue, Beacon and Marlborough Streets, compare with those in any of the exclusive localities of other cities where wealth and culture congregate.

JAMES L. PUTNAM

James L. Putnam, of the legal firm of Putnam, Putnam & Bell, was born in Cambridge, Mass., February 20, 1872. His preparatory education was at Noble's School, Boston, after which he entered Harvard College and graduated in the classical course, afterwards obtaining the degree of LL.B. from the Harvard Law School. Upon admission to the Bar he entered the offices of Russell & Putnam in 1895, and has been connected with that firm and its successors since. The offices of the firm are at 60 State Street, Boston, and 48 Wall Street, New York City.



JAMES L. PUTNAM

ARTHUR H. DAKIN

Arthur H. Dakin, lawyer, was born in Freeport, Ill., April 27, 1862. He graduated from Amherst, A.B. in 1884, and received the A.M. degree in 1887. He studied law at the Harvard University Law School. In 1887 he was admitted to the Bar and now practices at 6 Beacon Street. His commercial connection includes the Iguano Land and Mining Co. and the Menominee Water Company. He holds membership in the University Club of Boston, University Club of New York, Cosmos Club of Washington, D. C., Union Boat Club, Oakley Country Club, Boston City Club, Amherst Alumni Association and the American Society of Arts and Sciences. He was married October 20, 1903, to Emma Frances Sahler of New York, and has two sons.



ARTHUR H. DAKIN

JEREMIAH A. TWOMEY

Jeremiah A. Twomey was born in Boston June 9, 1865, and received his education in the public schools. He has for years been connected with the Bankers Life Insurance Co. of New York as an assistant manager, and with the Columbia National Life Insurance Co. of Massachusetts in the same capacity.

Mr. Twomey has also been a Constable of the City of Boston for twelve years and is proprietor of the Massachusetts Constables Exchange, 47 Court Street. He is a Democrat in politics and holds membership in the Knights of Columbus, Hibernians, Order of the Alhambra, the American Legion and the Ninth Regiment, Veteran Corps, M. V. M.



JEREMIAH A. TWOMEY



PAUL'S BRIDGE AT MILTON



THE DUDLEY GATE AT HARVARD COLLEGE

ELMER JARED BLISS

Elmer Jared Bliss was born at Wrentham, Mass., August 11, 1867, and was educated at the public schools in Foxboro and Edgar-



ELMER JARED BLISS

town, Mass. After preparing for college at the Edgartown High School, he decided to go into business immediately, and entered the employ of Brown-Durell Co. of Boston, and went on the road as a salesman. While traveling in their interests, he was seriously injured in a railroad wreck, but, contrary to expectations, he recovered. The compensation for his injuries, awarded him by the railroads, netted him $1,500, and gave him an opportunity to make a modest start in developing a new selling plan that would revolutionize shoe retailing, which he had clearly worked out in his own mind during the period of convalescence. From that $1,500, and an *idea*, grew the Regal Shoe Company. It started with a single store on Summer Street, Boston, in 1893, and spread throughout the country and the world, until, today, there are four Regal factories and more Regal stores and agencies than there were dollars in the original investment. Mr. Bliss' idea was to have a factory duplicate the styles he purchased of the most exclusive high-grade custom bootmakers in this country and abroad—and get them into the hands and on the feet of the consumer—in the shortest possible time and at the least expense. Mr. Bliss foresaw that improved facilities in transportation would bring the consumer nearer the maker, and after permanent outlets for distribution were established in the principal cities, the first national publicity campaign in the shoe business was started in the magazines and metropolitan dailies, which gave Mr. Bliss an opportunity to explain direct to the consumer the merit of the new plan and product. The force and originality of this campaign made history in the shoe trade and became familiar to the public as the chain of stores increased. The origin, growth and development of the Regal Shoe Company to its present enormous proportions of plant and product is a monument to the enterprise, ability and integrity of the man who conceived the idea of selling direct from factory to foot, and duplicating styles, at a moderate price, that were formerly considered the exclusive property of the custom bootmakers. Mr. Bliss, who is the chief executive and Managing Director of the Company, although known as the "Human Dynamo" among his business associates for his tremendous activity and tireless energy, is the most modest and unassuming member of the entire staff. He shrinks from notoriety and dislikes personal publicity, and has repeatedly refused to allow his name to be used for any political office—state or national. Personally, Mr. Bliss, though extremely quick mentally—instinctively so—is deliberate and polished in manner, quiet and affable in speech. He is as magnetic among his numerous friends as he is dynamic among his business associates. It is not to be supposed, however, that practical business is all that interests Mr. Bliss. As is generally the case with great organizers, *versatility* is one of the qualities which enables him to understand and put to best use the ability of others. He is equally fond of outdoor exercises and is as vigorous at play

as he is strenuous at work—an enthusiastic horseman and yachtsman, and it is characteristic of the man that he rides his own horses and sails his own yachts, and always heads for the deep sea or the woods, almost invariably accompanied by Mrs. Bliss and the children. In 1901, Mr. Bliss married Lena Harding, daughter of Philander and Lena (Tinker) Harding, a lineal descendant of Abraham and Elizabeth Harding, who landed at Salem, Massachusetts, on the good ship *Abigail*, in 1635. They have two children, Elmer Jared, Jr., and Muriel Harding. An interesting sidelight that reveals the character of the man occurred at the time of the earthquake in San Francisco. Mr. Bliss was en route to the Pacific Coast when he first heard that the fire had destroyed the entire city. His first thought was for the helpless, homeless little ones. He stopped off at Los Angeles, bought all the available supplies, organized an expedition which he headed, and took them with him in automobiles over the road to San Francisco. Mr. Bliss started the first movement to provide food and clothing for the babies in the stricken districts, served with the local committees and took prompt action in telegraphing every Regal store in all the large cities to gather and forward food and supplies for the babies. Mr. Bliss has been president of the Massachusetts Society of Industrial Education and director of several large banking institutions. His genius for organization made his administration as president of the Boston Chamber of Commerce notable. A prominent member of the Eastern Yacht Club, he won his laurels as a real sailor when he sailed his yacht, *Venona*, to victory in the notable race from Marblehead to Bermuda in 1908—lashed to the wheel. He is a member of the Country Club of Brookline, Massachusetts, the Norfolk Hunt Club, the Algonquin Club, the Lotus and Mid-day Club of New York. Mr. Bliss is a man of broad views, and widely read, and although starting in business after he had fitted for college, he has distinguished himself as a leader in educative and civic affairs, and is one of the few prominent business men who have been asked to lecture in the Harvard School of Business Administration. Active in public life, though never a candidate for public office, he gives without stint his practical cooperation in public affairs, proving the real virtue of broad and patriotic citizenship in making government more efficient and effectual for the welfare of all.



A VIEW IN FRANKLIN PARK

CHAPTER XX

HOW BOSTON IS FED

A Remarkable Growth of Restaurants and General Catering Establishments Has Made the City the First in the Country in Feeding Its Citizens — Many Hotels and Restaurants Illustrated

BOSTON has long been celebrated for good feeding. Its markets are uncommonly well and choicely stocked. Food prices, perhaps, range somewhat higher than in other great centres of population, the city being farther from the sources of supply for many staples. But then the quality is higher. "Boston wants the best," it is said, "and is willing to pay for it." And can afford it, too, it might be added, since the wealth per capita and the average earning-capacity are greater here than in any other metropolitan city in the world. Dealers in meats in the West will tell you that the choicest cuts are invariably sent to Boston. A New England man who became a high official of one of the great railway systems of the Far West was once asked what things of the home land he missed the most. "Fresh fish and music," he replied, "and when I go to Boston I make it a point to indulge to the limit in both." Boston being the second fishing-port of the world and the great centre of the fresh-fish trade for the United States, no better place to indulge one's appetite for good fish could well be found in this country. The fish-trade is extraordinarily well organized for meeting the wants of the rest of the country from this point. The fastest freight-train in the world, running daily between Boston and New York, is known as the "fish-freight," or "Flying Fisherman," the bulk of its west-bound consignments consisting of fish from this market.

Boston has the reputation of having the best popular restaurants in the United States—superior in food, service, and equipment. The proportion of showy establishments for extravagant dining is small indeed as compared with New York. But the average of public eating-facilities ranks higher than elsewhere. As in other great cities, the high-class restaurant patronage largely goes to the great hotels, whose local trade often compares in importance with that from visiting guests.

The cosmopolitan character of Boston's population is reflected in the numerous foreign restaurants, where the characteristic cooking of various countries may be enjoyed: German, French, Italian, Greek, Syrian, Armenian, and Chinese—not to mention the many where Hebrew characters at the entrance indicate that the orthodox requirements of Jewish immigrants from Russia and Poland may be satisfied within. The Bohemian, or semi-Bohemian, patronage of the city largely goes to the Italian, French and German restaurants. Various standard dishes of the respective nationalities have met with such popular favor that they have become standard features of the *menus* of favorite native establishments, as well. Cosmopolitanism, indeed, has affected in no little degree the character of Boston's restaurant life.

The local dishes of national reputation, such as Boston baked beans and brown bread, fish-balls, hulled corn, and "New England boiled dinner," are by no means so predominant as strangers may expect to find



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HOTEL SOMERSET, COMMONWEALTH AVENUE

them. But they may be had in excellent quality. One local institution that includes New England in its name deserves mention as the uncommonly successful result of a great philanthropic organization of women to demonstrate the possibility of healthful cookery at moderate cost. Its restaurant at the old West End, in its simplicity and pleasant informality, has a social charm that might be called a Puritan Bohemianism.

basis of a cooked-meats business. Then there are the numerous "tea-rooms," cosy and artistic, with deliciously dainty *menus* of homelike character, as in refined families.

These tea-rooms are largely the enterprises of women: ladies of cultivation and skilled in dainty home cooking, who thus have found profitable vocational opportunities. They might be called the twentieth century successors of such pleasantly re-



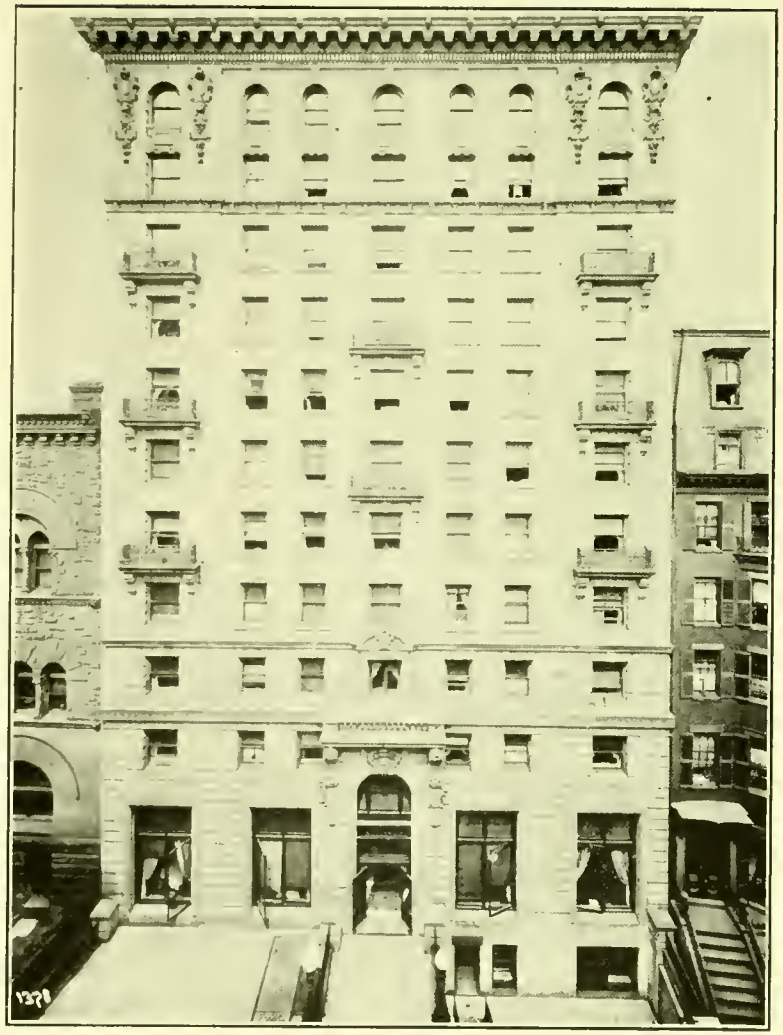
HOTEL PURITAN, 390 COMMONWEALTH AVENUE

This institution supplies the lunches for the Boston high schools.

An establishment, with its high standard of culinary excellence, its air of unpretentious refinement, and its rigidly enforced "no-fee" rule, has been so successful as to have become the centre of an important chain of restaurants distributed over the city —its specialties in such wide favor that an important mail-order business has been built up with them. Other popular restaurants of high quality have been developed from a

membered establishments as "Mrs. Vinton's," or the old-fashioned "Mrs. Haven's" on School Street, where Henry Wilson, Governor Rice, and other notables used to go for their frugal bowls of bread and milk; or later, "Mrs. Atkinson's" of Newspaper Row, out of whose profits two or three theatres were built.

Finally there are the hundreds of quick-lunch places all over the city—their standard of quality and neatness well above the average of similar establishments elsewhere.



HOTEL BELLEVUE, BEACON STREET, BEACON HILL



HOTEL ESSEX, CONVENIENTLY LOCATED OPPOSITE THE SOUTH STATION

One of these, its name a household word, although immensely profitable, has not been tempted to "branch out," but from a modest beginning has expanded to enormous dimensions on the spot: a marvel of organization—milk, coffee, etc., carried like water to every part in pipes of block tin. Most of these quick-lunch places are in "chain-systems," variously designated: from "sandwich-depots" (an evolution from the old-time "beanery") to the "cafeteria"—with various devices for assuring the quick and economical service that makes for low cost and low prices. One of these quick-lunch systems has twenty-five restaurants scattered throughout the city, besides others in other New England cities: Springfield, Worcester, Lynn, Lowell, etc., and one of the city's most successful caterers has recently invaded Canada with marked success. All baking and cooking for the chain is done in one great central establishment—two bakings a day, to assure pastry, etc., fresh from the oven. Every restaurant is thus kept free from kitchen odors. Remarkable economies result from purchasing for so many units all under one management. All middlemen are thus eliminated; supplies in huge quantities are bought on most favorable conditions direct from manufacturers and producers—foreign articles being directly imported from various parts of the world. These quick-lunch houses of various sorts, found on every hand in all parts of the city, are object-lessons in culinary neatness; spotless white interiors, glittering with tile, tastefully and simply decorated, and appetizing in aspect.



HOTEL BRUNSWICK, BOYLSTON STREET, FACING COPLEY SQUARE

Mention has been made elsewhere in this volume of the old-time hotels, where men of note met nightly and where the original club life of Boston was inaugurated and fostered. Most of these old houses have disappeared in the relentless march of improvement, but a few that still remain have kept abreast of the times and, having been

modernized, favorably compare with the houses of later construction. Particularly is this the case with the Adams House on Washington Street. During the long years of its existence it has successfully met every changing condition and its interior and cuisine have always been of the best.

class entertainment is the historic Revere House, which up to a little more than a quarter century ago was the place of entertainment of many famous men and women of the world. Of the hotels erected during the last decade, greater attention has been paid to architectural effect, and they



ADAMS HOUSE, 553 WASHINGTON STREET

The Bellevue, on Beacon Hill, admirably located, with a handsome dining-room and commodious lobby, is another of the older houses that has retained popularity, through good management. Still another old house that has preserved its reputation for first-

equal in beauty and appointment the leading hotels in the largest cities of the country. Most of these are located in the Back Bay district, where wide avenues and handsome buildings make a beautiful environment. The hotels in this section are: the

Copley-Plaza, an imposing house on Copley Square; the Hotel Puritan on Commonwealth Avenue, the Hotel Somerset on the same thoroughfare, the Hotel Brunswick on Boylston Street, facing Copley Square, the Oxford on Huntington Avenue, and the Canterbury on Charlesgate, West, the lessees of the last-named two also conducting the Hotel Nantasket at Nantasket Beach. The Hotel Victoria, at Dartmouth and Newbury Streets, is another of the newer hotels that is popular and well patronized. Centrally located is the Castle Square Hotel, a commodious and well-appointed house. Opposite the South Station is the Hotel Essex, which is most conveniently located for incoming travelers. Like the hotels in the Back Bay and other of the districts of the city, it is conducted along the most approved lines.

The Hotel Napoli, on Friend Street near Washington, makes a specialty of Italian cooking, and its large dining-rooms are crowded nightly with diners who come from every section of the city.



CASTLE SQUARE HOTEL — EUROPEAN PLAN
THREE BLOCKS FROM BACK BAY STATION — FACING TREMONT, BERKELEY AND CHANDLER STREETS

Many of the hotels in the Back Bay district are strictly family hotels, while others have both permanent and transient guests. The Hotel Somerset numbers some of the wealthiest families in the city among its permanent patrons, and the Puritan, Brunswick and Victoria also cater to the same class. There is probably no city in the country where better accommodations are provided.



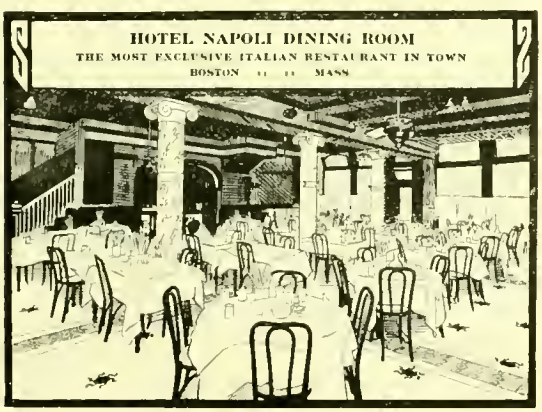
MARCIANO DI PESA

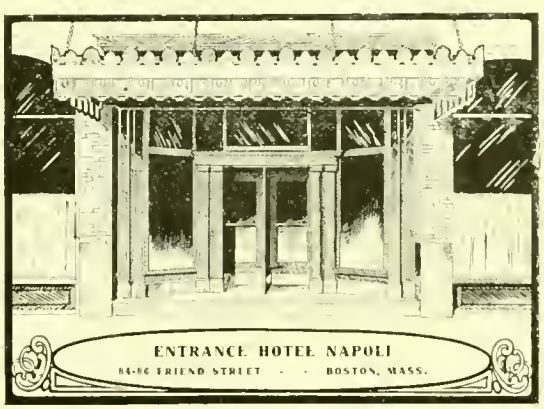


ALFRED DI PESA

HOTEL NAPOLI

The Hotel Napoli, located at 84 Friend Street, is patronized by Boston's most fastidious diners. It has two dining rooms with a seating capacity of 600 and a specialty is made of a daily lunch, which the management claims is the biggest and best served in Boston for the money. A *table d'hôte* dinner is also served in the evening, and anything outside the regular dinner can be ordered *à la carte*. During the afternoon and evening popular and classic selections are rendered by an excellent orchestra. Only the best foodstuffs are served and the cuisine and service are perfect. The proprietors of the Hotel Napoli are Marciano Di Pesa and Alfred Di Pesa, his son, both of whom were born in Italy. The father was born in 1847, and came to Boston in 1883. He was first engaged in commercial pursuits, afterwards becoming proprietor of the old Hotel Italy in North Square. Twelve years ago he assumed charge of the Friend Street hotel, which was greatly run down. Good management and excellent service soon





brought a large clientele, and it is now one of the best known and most popular dining resorts in the city. Alfred Di Pesa, junior member of M. Di Pesa & Son, was born in 1877. He was educated in Boston schools and graduated from the New England Conservatory of Music in the class of 1899, and then joined his father in the management of the hotel. The elder Di Pesa has the distinction of being the only Italian postmaster ever appointed in New England, being thirteen years in charge of the North End substation, which was discontinued when the large station on Hanover Street was built.

THE HOTEL VICTORIA



HOTEL VICTORIA
IN THE HEART OF THE BACK BAY DISTRICT



MAIN DINING ROOM, HOTEL VICTORIA

While the city is well provided with hotels and restaurants of all kinds, the Hotel Victoria has been especially noted, for many years, for the high-class character of its management and particularly for the excellence of its cuisine. Only the highest quality of food is served in its cafe and private dining rooms, and this is one of the predominating features of the hotel. The employees are courteous and willing and it would be hard to find better service in any of the larger hotels in the city. This fact is shown by the large number of business men, who, with their families, make their home in this hotel, where the managers do everything necessary to make hotel life as homelike as possible. It also caters to the commercial traveler and travelers in general, and every modern convenience possible has been installed by the management for the comfort, pleasure and safety of its guests.

As in all other branches of business in Boston, proprietors of hotels strive to outdo each other, with the result that Boston people and visitors to this city who are compelled to resort to hotel life receive a material advantage, and for the same reason the hostelries of this city have more than a local reputation, it extends world-wide.

The Victoria, which has a quiet, refined and homelike atmosphere, is located at the corner of Dartmouth and Newbury Streets, in the heart of the Back Bay district, one block from Copley Square, neighboring the Public Library, Museum of Art, New Old South and Trinity Churches, the State House on Beacon Hill, Faneuil Hall, and all places of historical and of literary interest are easily reached, while the shopping and theatre districts are also within walking distance of the Hotel Victoria.

It is conducted on the European plan and is very accessible for automobilists.

Automobiles seating five and seven passengers, with thoroughly reliable and competent drivers may be obtained by applying at the hotel office at any time of the day or night. Mr. Thomas O. Page is the hotel manager and treasurer of the Hotel Victoria Company.

The Hotel Nantasket is located at the Nantasket Beach Reservation on the South Shore—a charming summer resort of over twenty-five acres. The hotel is controlled by the Metropolitan Park Commission and is leased to and managed by Messrs. Stearns and Pretto. It is a splendid sea-side hostelry with a dining room that seats about one thousand persons. Nantasket Beach is famous for its fine bathing facilities and is easily accessible from Boston by either train or steamboat.



HOTEL NANTASKET, NANTASKET BEACH, MASS.



HOTEL CANTERBURY, CHARLESGATE WEST

The much talked of Fenway is one of the most admired features of Boston, and it is in this attractive section that the Hotel Canterbury is located, on Charlesgate West. The hotel is admirably conducted and has been very successful from the day of its opening about twelve years ago.

The Hotel Oxford, 46 Huntington Avenue, is pleasantly located in one of the most desirable, artistic sections of Boston. It is but a step from the hotel to the Public Library, Copley Square and Trinity Church. The Back Bay station of the New York, New Haven and Hartford Railroad is just around the corner, and trolley lines radiate in all directions from Huntington Avenue.



HOTEL OXFORD, 46 HUNTINGTON AVENUE

CAPTAIN RODEN S. HARRISON



CAPTAIN RODEN S. HARRISON

Captain Roden S. Harrison, the present proprietor of the historic Revere House, was born in Tottenham, England, the third son of Reverend David J. Harrison, rector of Ludgvan, Cornwall, England. He assumed the lease of the Revere House in November, 1906, and immediately inaugurated a policy of progressiveness that has once more made the old hotel a popular resort. He made many changes and improvements in the interior of the building, among which is the Pergola, a dining room creation that is most popular and pleasing. It represents a forest of massive trees with clinging vines and refreshing foliage, with backgrounds of paintings of woodland scenery. Four fountains with concealed lights give the room a most fairylike appearance. The Revere House has been a famous resort for over three-quarters of a century, and has entertained some of the most eminent men and women of the last century. These included Daniel Webster, the Prince of Wales, Grand Duke Alexis, Jenny Lind, Patti, Parepa, Christine Nelson, King Kalakawa, Emperor Dom Pedro, General Grant, while President, and many other notables. Captain Harrison is very fond of all out-door pursuits. He is a devoted equestrian, and is owner of the Rodendale Farm, at South Billerica, Mass., which is given over to the raising of thoroughbred stock. He has one of the finest herd of Ayrshire cattle in the country and, in addition to propagating this strain, raises thoroughbred Berkshire pigs and high-class hackney and coach horses. He is the owner of "King Jo," a handsome dark mahogany bay stallion that has won many blue ribbons at various shows throughout the different states, in competition with some of the best horses in the country. Captain Harrison resides at Winthrop Highlands.

The paper mill was until very recent years found almost wholly in New England where it is still the dominant factor in the paper business.



THE REVERE HOUSE

ARTHUR P. PEARCE

Arthur P. Pearce, surviving member of the firm of A. Tomfohrde & Co., conducting the cafe and restaurant, 45 to 51 Court



ARTHUR P. PEARCE

Street, was born in Germany, March 28, 1871. He was brought to Boston in infancy, by his parents, and was educated in the public schools here. At the age of eleven years he entered the employ of his two brothers, who conducted a grocery and provision store in South Boston, under the firm name of Pearce Brothers. He saved enough from his earnings to buy a third interest in this firm and successively bought the shares of his brothers until he became sole proprietor of the store. On November 2, 1898, he was married to Caroline M., only daughter of the late A. Tomfohrde, and sold his business in South Boston in order to become associated in business with his father-in-law in the business which he now owns and manages. In 1907, Mr. Tomfohrde admitted Mr. Pearce to partnership. This partnership continued until the time of Mr. Tomfohrde's death, September 18, 1910, when, under the terms of the will, Mr. Pearce became trustee of the estate and owner of the business. He is a director of the Fidelity Trust Co., and the Massachusetts Real Estate Exchange, a member of the Ancient and Honorable Artillery Company, Boston Chamber of Commerce, Bostonian Society, president of the New England Lutheran Society and a member of several automobile clubs. Mr. Pearce has two children, Madeline D., and Arthur P. Pearce, Jr. His home is at Jamaica Plain.

The Cafe Tomfohrde, one of the oldest, largest, most centrally located and best appointed in the city, was established in 1868, by the late A. Tomfohrde. The original location was on the site now occupied by Young's Hotel. In 1870, he removed the business, which was only a small lunch room at that time, to the basement of the building, 45 Court Street. In a few years the trade grew to such an extent that he purchased the building and transferred the business to the ground floor. Eventually the buildings from 45 to 51 Court Street were required and occupied by the steadily growing business. Mr. Tomfohrde was a man of rare discernment and foresight. He realized the locality was bound to increase



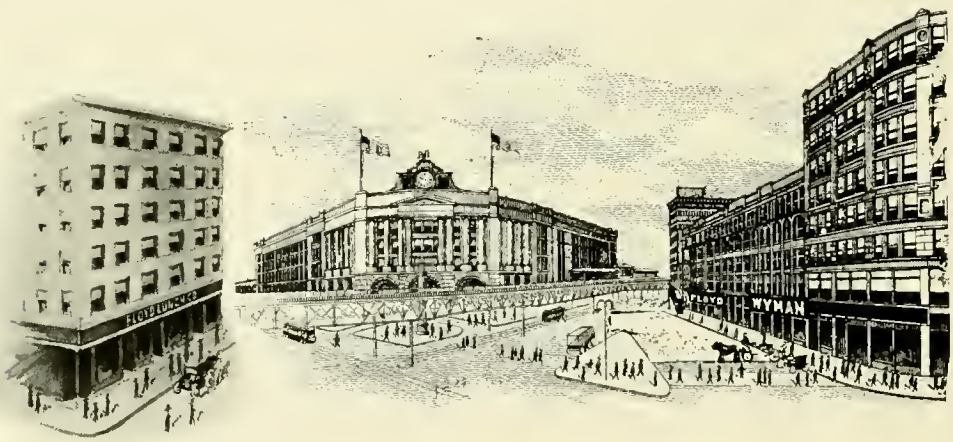
TOMFOHRDE CAFE

largely in value, and, in addition to the buildings occupied by the cafe, he purchased the Minot Building adjoining, and

property in other sections of the city, the estate's holdings now being assessed at approximately $1,500,000.

In April, 1912, Mr. Pearce entirely remodelled the exterior and interior of the buildings and has now one of the largest and most complete restaurants for ladies and gentlemen in the city. It was the boast of the founder of the business that the cuisine of his restaurant could not be excelled, and this feature of the business still predominates. The foods served are the best that can be purchased, and are bought by Mr. Pearce personally, who insists that everything must be up to, or beyond, the standard. The dining-rooms are large and airy, richly decorated, and the service is the best, while an orchestra of skilled musicians renders classical and popular selections. The kitchens are conducted along the latest improved sanitary lines and are presided over by a chef of note and a corps of trained assistants. Over a half hundred people are employed in the preparation and serving of the well-cooked and carefully-selected foods. The wine cellar, which is nearly as large as the floor space of the buildings, is stocked with wines of the rarest and oldest vintage, and the largest stock of whiskies and brandies, in bulk and bottle, in the city, is carried. A Rathskellar is located in the basement, where patrons who do not care for music and more elaborate service are served with the same quality of foodstuffs and beverages that may be obtained as promptly as in the larger dining-room upstairs. All these features make the Cafe Tomforhde one of the most popular resorts of the city, where the diner can pass an afternoon or evening under the most entertaining and homelike conditions.

THE FLOYD LUNCH COMPANY



SUMMER STREET, BOSTON, SHOWING THE SOUTH STATION AND THE LOCATION OF TWO OF THE FLOYD LUNCH COMPANY'S RESTAURANTS

The Floyd Lunch Company, which conducts a chain of high-class restaurants and lunch rooms, is noted for the excellence of its cuisine and the quality of the foodstuffs served. The business is under the direct supervision of J. A. Floyd, president of the company, who has had wide experience in the restaurant field. The dining-rooms are located at 639 Atlantic Avenue, 675 Atlantic Avenue, 353 Congress Street, 608 Tremont Street, 16 Pearl Street and 168 Summer Street. All are fitted up along the latest improved sanitary lines. The kitchens are absolutely clean and the service is quick and satisfactory. These features make the Floyd Lunch Co. popular with both transients and permanent patrons, and have been instrumental in the company's success.

THE WALTON LUNCH SYSTEM



DAVID H. WALTON

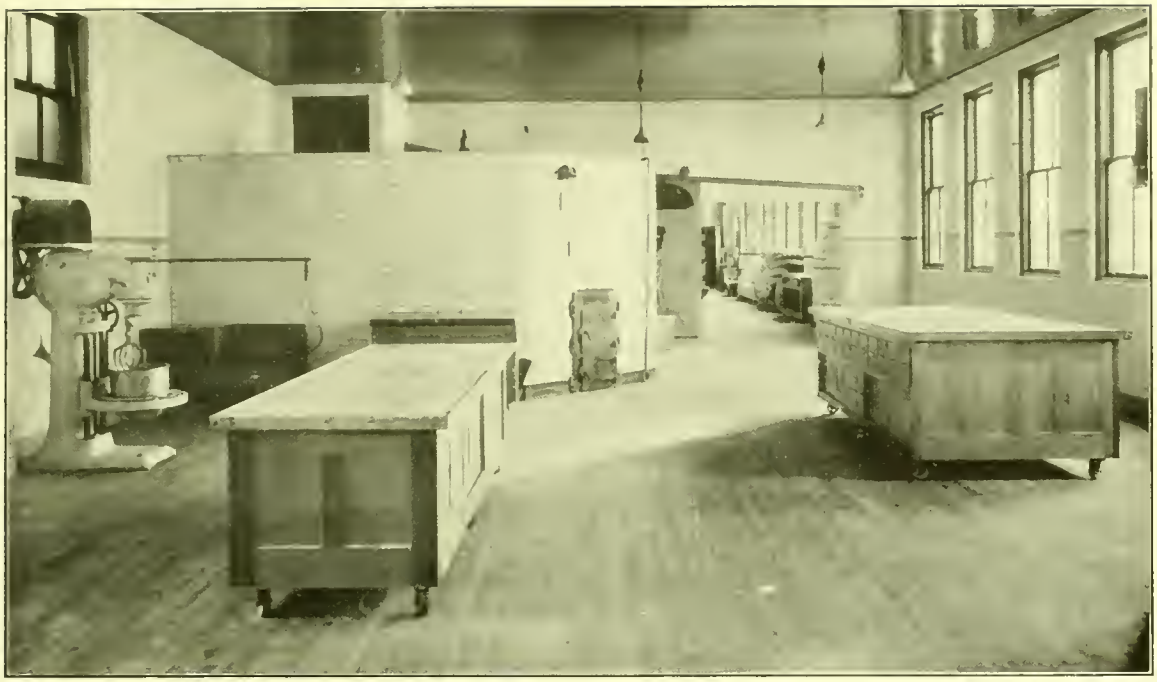
The Walton Lunch System was established in 1903 by David H. Walton, its president and general manager, and the business has grown from one small store to a chain of handsome, modernly-equipped and absolutely sanitary restaurants. The Boston stores are located at Nos. 242 and 424 Tremont Street, 629 and 1083 Washington Street, 7 School Street, 42 Federal Street, 44 Summer Street. Two branches are maintained in Montreal, Canada, one being located at 259 St. James Street and the other at Peel and St. Catherine Streets. The executive offices of the system are located at 1083 Washington Street and the bakery and kitchen at 616 Waterford Street. Mr. Walton's one aim in the conduct of his business is to make every one of the stores, bakery and supply kitchen absolutely hygienic. Cleanliness has been his watchword, and this, coupled with the fact that the highest grade of foodstuffs are purchased, has brought deserved popularity to the Walton System. Everything in the way of approved sanitation has been adopted in the Walton Lunch rooms. Tile has superseded wood and has left no spot for dirt or vermin to collect. The employees of the bakery and stores wear spotless white uniforms, and they are cautioned that they can only hold their positions by thorough cleanliness and polite attention to the patrons. Mr. Walton has been engaged in the restaurant business his entire lifetime, beginning as a boy in the kitchen and gaining practical experience by work in every department of the business. He was born in Canaan, King's County, Nova Scotia, in 1874, where he attended the public schools, previous to coming to Boston. He subsequently took a three years' course at the New England Conservatory of Music and three years at Boston High, and after school, working for ten years in some of the best bakeries, restaurants and hotels, started in business for himself. Mr. Walton gives personal attention to the chain of restaurants bearing his name, and keeps in touch with the best markets through a well-organized purchasing department, made possible by his long and varied experience. Mr. Walton is a member of the Masonic Fraternity, a director of the Fidelity Trust Co., and a member of the Boston Chamber of Commerce.



THE EXECUTIVE OFFICES OF THE WALTON LUNCH SYSTEM, 1083 WASHINGTON STREET



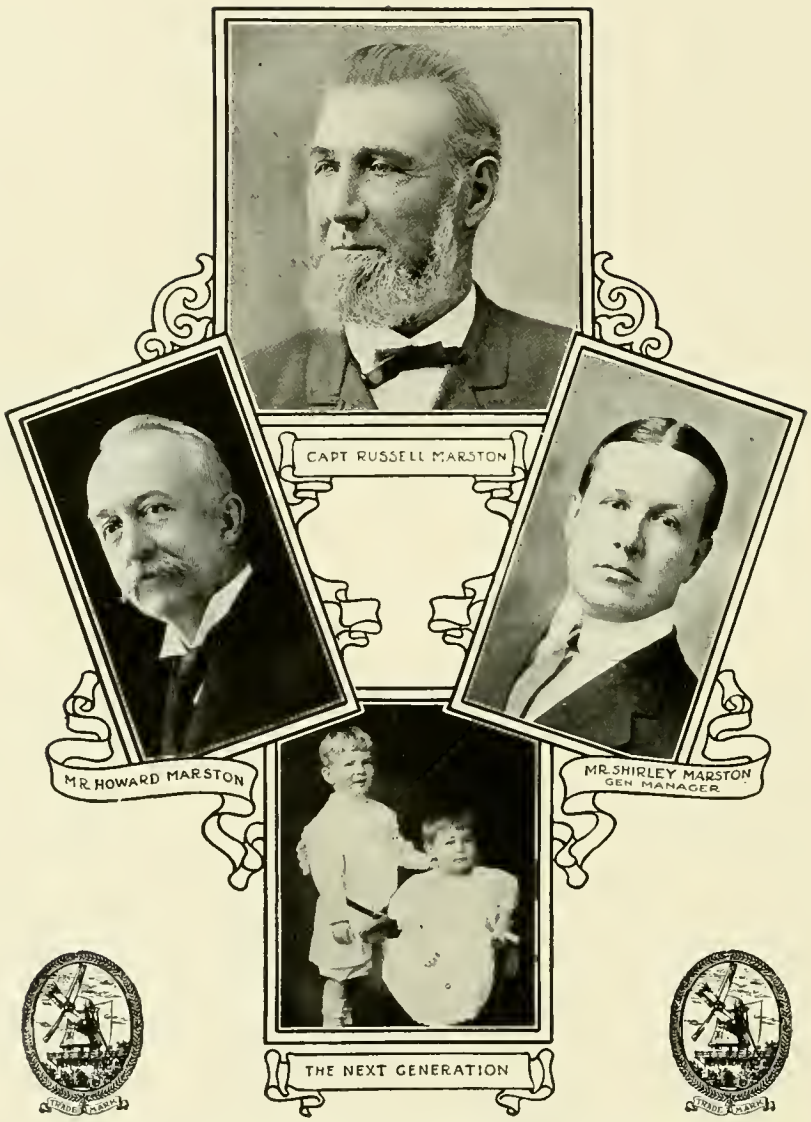
THE WALTON LUNCH ROOM AT 1083 WASHINGTON STREET



THE WALTON BAKERY, 1083 WASHINGTON STREET



A WALTON LUNCH ROOM AT 242 TREMONT STREET



FOUR GENERATIONS OF THE MARSTON FAMILY WHICH HAS BUILT UP THE BEST-KNOWN RESTAURANT BUSINESS IN NEW ENGLAND

THE MARSTON RESTAURANTS

The Marston restaurants and luncheon rooms, which owe their great success to the traditional idea of cultivated service, well-cooked, delectable foods and an environment of quiet and refinement, were founded in 1847 by the late Captain Marston. He had been a sailor in early life, but, becoming tired of the sea, became a partner of a man named Berry, in an eating house then conducted in a little shanty "on the dock side" of Commercial Street, near the old Baltimore Packet Pier. The place had a seating capacity of fifteen people. In 1848, Mr. Berry sold his interest to Almon Sampson, the firm becoming Marston & Sampson, the little eating place meantime having gained a reputation for absolute cleanliness and wholesome, old-fashioned cooking. A building was erected for them in 1849 on Commercial Street with a seating capacity of sixty. Four years later a branch was established at 13 Brattle Street, and George P. Marston, an elder brother of the founder, became a partner. The business was removed to 27 Brattle Street in December, 1854, and has been conducted there since that time. In 1855, circumstances compelled the relinquishment of the Commercial Street restaurant, and the entire business was consolidated at 27 Brattle Street. George P. Marston retired from the firm in 1866, Captain Russell Marston conducting the business alone until 1870, when Howard Marston, his son, and Joshua Backus were admitted to partnership under the firm name of R. Marston & Co. One year later Mr. Backus retired, and the business was carried on by father and son until Captain Marston's death in 1907, when Howard Marston became sole proprietor. The business was incorporated February, 1913, when his son, Shirley Marston, became associated with the management. In 1857, the store at 25 Brattle Street was connected, and 29 was added in 1881. In 1893, two floors of the building, 17 and 21 Hanover Street, were made part of the immense restaurant and the Brattle Street dining room was enlarged. In 1895, a part of 33 Hanover Street was added, and a women's luncheon was established. This was popular from the start and now has a seating capacity of two hundred and fifty. In 1903, a branch was opened in the Jefferson Building, 564 Washington Street, with a rear entrance on Harrison Avenue, which is open from 11 A.M. until 3 P.M. Another branch was opened at 121 Summer Street in 1905, and the restaurant at 81 Devonshire Street was opened to the public in 1910; this, like the Washington Street branch is open from 11 A.M. until 3 P.M. In all these restaurants an air of quiet and refinement is noticeable. They are all handsomely fitted up and the best food only is served, with scrupulous cleanliness and at a fair price. In 1912, the Company, by the purchase of buildings on Purchase and High Streets, increased the size of their food manufacturing plant until now it is one of the largest in New England, and their celebrated products are handled under the most sanitary conditions. Sales counters for food to carry home are established in all their places, and a special department for sending parcel post orders has been opened at 165 High Street, where also, is located their most recently fitted up luncheon room for men and women. To meet the requirements of many patrons in the vicinity of the Subway Station at Massachusetts Avenue, a restaurant was opened in 1914 at 1070 Boylston Street, and at 1302 Beacon Street, Coolidge Corner, Brookline, a small shop has been recently opened for the sale of their food products. Every branch of the Marston equipment is as perfect as modern hygienic construction can make it, and the management spares no expense that will bring to the guests the best and most cleanly obtainable. It is this liberality that has made "Marston's" famous, not alone in Boston, but throughout the whole of New England.

COBB'S LUNCH DEPARTMENTS

Cobb's lunch departments, which had their origin a quarter of a century ago with the establishment of Cobb's Spa at 107



CHARLES M. LITTLE
PRESIDENT COBB'S LUNCH DEPARTMENTS

Court Street, have so grown in popularity that they are now the best patronized in the Scollay Square district. Rapidly increasing business necessitated additional space, and large and correctly appointed dining rooms were established at 75 Court Street, with additional entrances at 83 and 85 Cornhill and 8 Brattle Street. A business men's lunch was also located at the last address. The main dining rooms have a seating capacity of two hundred and twenty-five, and are located on the second floor. They are in charge of competent foreladies and assistants, and a large menu, consisting of all varieties of foods, is provided, both ready to serve and cooked to order. The dining rooms are open for breakfast, dinner and supper, and many specialties are arranged. The business men's lunch is the largest individual, quick service luncheon counter in Boston. Many prominent business and professional men are numbered among the regular patrons. Large quantities of wholesome and nutritious foods are always on hand, and the quickest service in the city is guaranteed. The Spa, at 107 Court Street, is the pioneer quick service lunch counter of Boston, and it was here that Cobb's lunch departments originated. At the main dining room there is a ladies' parlor or rest room provided with every modern convenience. A smoking and wash room has also been provided for the gentlemen patrons. The main kitchen, where all foods are prepared and later distributed to the various dining



MAIN DINING ROOM, COBB'S RESTAURANT

rooms and luncheon counters, is in charge of a competent chef, who has been in this department for many years. He thoroughly



COBB'S BUSINESS MEN'S LUNCH

understands the art of blending foods that gives them a flavor of home cooking, and only the best materials that the market affords are used. The pantry room, from which all orders are distributed to guests, contains the best equipment that can be provided for containing all foods to be served. The baking department is located on the top floor of the building. Pure food and good ventilation add immeasurably to its sanitary environment. Pies, puddings, and other pastry, are made from the firm's own recipes, and all the mincemeat is prepared on the premises, while the green apples, pumpkins, squashes and other vegetables are brought direct from the farm. A high horse power motor, with a capacity of displacing thirty thousand cubic inches of air a minute, is used to keep the kitchen perfectly ventilated. Gas is employed exclusively for cooking purposes, thereby eliminating all dust and ashes. The kitchen floor is of concrete, and the walls are brick with a plastered ceiling. All orders are sent from the dining room by the pressing of a button through an annunciator system, thus securing speed and accuracy. Cobb's lunch departments are operated by the C. M. Little Company, of which C. M. Little is president. Before the organization of the C. M. Little Co., Mr. Little had been connected with the business for twenty years. Mr. Little was born in Concordia, Cloud County, Kansas, February 19, 1872. He was brought up on a farm in Maine, and was educated in the public schools. He came to Boston in 1896 and was made night manager of the Spa shortly after it was opened. He worked in the various departments, and after familiarizing himself with the kitchen, bakery and dining rooms, became general manager of the system. He held this position until the C. M. Little Co. was incorporated, when he became president, a position he still retains. Mr. Little's untiring efforts to please have placed him at the head of the most popular restaurants in Boston. His ancestry is among the oldest in New England, and he is a member of the Masonic fraternity, the Odd Fellows and the Ancient and Honorable Artillery Co. He was married in September, 1893, to Mertie A. Spearing of Guilford, Maine, and has two daughters, Thelma S. and Helen C. Little. His home is in Revere, where he is a member of the City Council.

The reputation of the hotels and restaurants of Boston has become world-wide. It would be hard to find better service in any city in the country. They have been the favorite meeting-places for social, patriotic and political organizations, and many famous men have been entertained at banquets held in their dining halls.

HARRY S. KELSEY

Harry S. Kelsey, organizer and president of the Kelsey Co., which operates the Waldorf Lunch system, was born in Claremont, N. H., March 26, 1879. He was educated in the public schools and at the Wesleyan Academy, beginning his business career in Springfield, Mass., in 1904. From one small establishment, Mr. Kelsey expanded the business rapidly, and finally organized the Kelsey Co., of which he became president and Samuel L. Bickford, vice-president. The executive offices of the company are at 44 Bromfield Street, and it now operates a chain of sixty lunch rooms

through New England. Twenty-three of these are located in Boston and Cambridge and are popular for the quality of food



HARRY S. KELSEY

served and the sanitary arrangement of the dining-rooms and kitchens. A complete baking plant and laundry are maintained, and in both of these necessary apartments absolute cleanliness prevails. Mr. Kelsey is a thirty-second degree Mason and a member of the Shrine, the Boston City Club, Belfry Club, Lexington, and several other social organizations. He is heavily interested in real estate in Springfield and in Boston and has a farm at Lexington which he conducts along scientific lines, and maintains a herd of choice imported cattle. He is very proud of his agricultural achievements and finds relaxation from his many business cares by getting "back to the soil."

SPAULDING'S SYSTEM

The lunch and restaurant business carried on under the name of Spaulding's System was established fourteen years ago by Dana E. Spaulding. Mr. Spaulding was born in Maine and was educated in that State. Deciding to enter business for himself, he came to Boston, and with no knowledge whatever of the preparation or purchase of foods, started his first lunch at 228 Tremont Street. He met with almost immediate success, and from this modest beginning soon had several restaurants in different parts of the city, eventually selling all but two, and to these he gives his personal attention. They are located at 1024 Boylston Street and 329 Massachusetts Avenue. These are both models of elegance and sanitation, the Massachusetts Avenue rooms being more ornately decorated, and of later establishment. Mr. Spaulding, personally, superintends the kitchen, where the best foods purchasable are prepared. Special attention is paid to all details, and the fact that both restaurants have a large female clientele is a guarantee of cleanliness, good cooking and pleasant and refined surroundings. The business done by Spaulding's System is large and steadily increasing. At the noonday and evening



DANA E. SPAULDING

hours both restaurants are crowded, many residents in the neighborhood dining there regularly.

COBB'S TEA COMPANY

The coffee and tea rooms at the corner of Cornhill and Court Streets is one of the city's unique institutions. It was established in 1883 in connection with the retail store, where the highest grades of tea and coffee are handled, and has developed into one of the most popular and best patronized resorts in the city. A branch, conducted along the same lines, has recently been established at 109A Summer Street. In speaking of the original character of the coffee and tea rooms, a patron recently said: "It's the only place in the country where a lady can stand at the bar and order a drink with the utmost propriety." Stanley W. Ferguson is general manager of the company's business and David T. Kingston, store manager, with Claude R. Tabor as assistant.

M. F. COTTRELL COMPANY

One of the best-appointed down-town restaurants is that known as Cottrell's Restaurant at 19 Exchange Street, immediately off State Street, and in the heart of the financial district. The president of the M. F. Cottrell Co. is Millard F. Cottrell, who was born in Belfast, Maine, February 26, 1851. Upon the completion of his schooling he followed the sea for twenty years and then came to Boston and started an eating-house on North Market Street. His success led to the leasing of the present building, which has a frontage of 65 feet, and it was fitted up with every modern appliance under Mr. Cottrell's supervision, the first and second floors and basement being occupied as a dining-room, kitchen and for storage purposes. Everything has Mr. Cottrell's personal attention.



COBB'S TEA ROOM

HIRAM RICKER & SONS

The Late Hiram Ricker and the Modest Beginnings of the Ricker Interests



MANSION HOUSE, 1797



THE LATE HIRAM RICKER



THE SPRING, 1795

Many of the favorite resorts of Boston people are located in that wonderful summer land—Maine. Rest, recreation and pleasure are being sought in that delightful climate of pure air and clear skies by a greater number of people each year, and now that the curative waters at Poland Spring have been so firmly established, that charming resort has much to offer.

Poland Spring and the House of Ricker make a strong appeal to me for I have in mind one the pleasantest journeys of my life when, some twenty years ago, I was called there to "write them up," and the years which have intervened since that time have only confirmed what was then written. I find at that time the following sentence which contained fact and prophecy then, and which is being reduced to facts only today. "The Rickers of Poland Spring, now world famous, have built up their great business interests from Lilliputian beginnings, and have covered their noble ancestral hill—the forest farm of a century ago—with the magnificent structure which indeed becomes it 'as a crown becometh a king's head.' Sturdy, rugged, New England stock, inbred in the soil, hard-working, persistent, energetic, alert, enterprising. The extension of Poland Spring will go steadily on, while the water continues its beneficial work; and in the fullness of time when the control falls into the hands of the sons of Hiram Ricker's Sons, it will have become indeed a noble inheritance, a monument of sturdy enterprise and sagacity." Briefly that is the secret of the commercial side of this world enveloping business, founded upon the sturdy integrity of its pioneers and maintained by the enterprise and sagacity of this wonderful family.

To my knowledge the proprietors of no similar business in America, or the world in fact, can trace so perfect a lineage as that of the present firm of Hiram Ricker's Sons. The Ricker family descends from the feudal and knightly Riccars of Saxony down through the years to Jabez Ricker, who was the first of the name to occupy this present site. This was in 1794, and he in turn was succeeded by his son, Wentworth Ricker—the "Wentworth" being a family name handed down through the generations, and he in turn gave over to the late Hiram Ricker whose name has become world famous, and who was the father of the present generation. Hiram Ricker was born November 17, 1809, and attained the ripe and honored age of eighty-four.

Hiram Ricker was the discoverer of the curative qualities of the Crystal Spring. His name will be long remembered by the thousands who visit the resort each year.

The superb hotels and recreation resorts that now add fame to the name of Ricker, and the Poland Water which finds a market in almost every corner of the globe, are held in great favor by Bostonians.

GEORGE H. WALKER



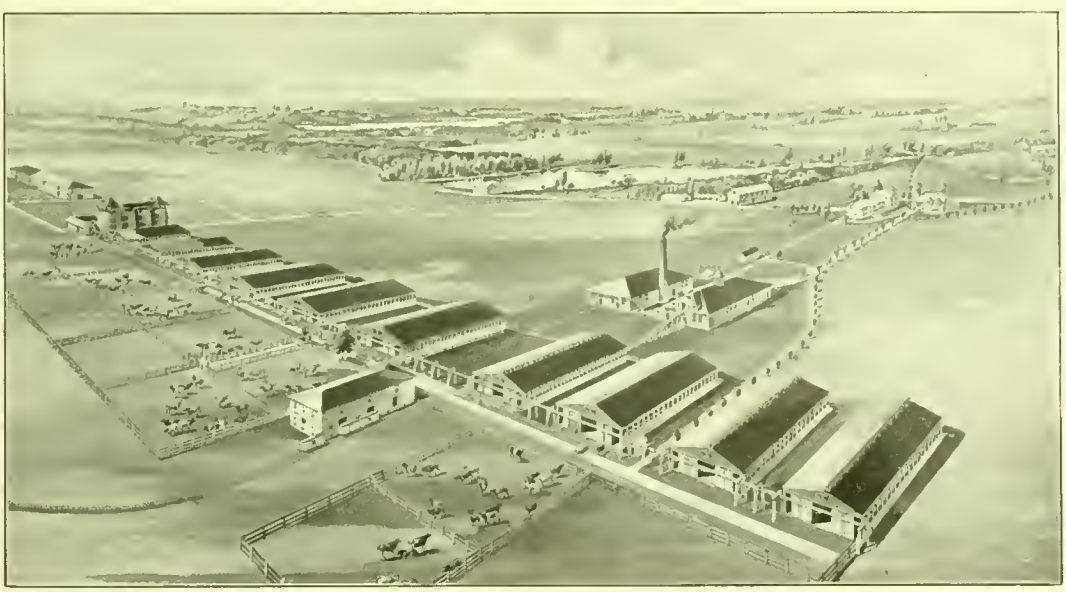
GEORGE H. WALKER

President of the Walker-Gordon Laboratory Co.,
1106 Boylston Street, and the Walker
Lithograph & Publishing Co.,
396 to 402 Newbury Street

George H. Walker established business headquarters at Boston in 1878 and founded and developed the two companies of which he is now president. Walker-Gordon Milk Laboratories and depot are operated in Boston, New York, Philadelphia, Baltimore, Cleveland, Detroit, St. Louis, Washington, Brooklyn, Atlantic City, Jersey City, Lakewood, Princeton, Trenton, West End, and London, England.

Walker-Gordon Milk is always produced from cows owned and cared for by this company. It is clean, safe, uniform and unchanged. Walker-Gordon Modified Milk is one of many thousands of combinations of milk constituents always made from Walker-Gordon Milk on physicians' prescriptions only.

The Walker Lithograph & Publishing Co. is fully equipped with modern machinery for all kinds of printing. Mr. Walker is now erecting a fireproof building, 388 to 394 Newbury Street, to provide for the increasing demands on the publishing plant.



WALKER-GORDON LABORATORY CO.

Farms in New Jersey, 2200 acres, half way between New York and Philadelphia, where Walker-Gordon Milk is produced for delivery in New York, Philadelphia, and the New Jersey shore resorts.
Princeton College Buildings and Carnegie Lake showing in the distance

FRANCIS S. CUMMINGS

The dairy business conducted by Francis S. Cummings in West Somerville, which has grown to large proportions under his personal supervision, was established in 1872 by his father, Silas L. Cummings, in East Lexington. Francis S. Cummings was born in Lexington, June 1, 1880, and after attending the public schools, High School and a business college, became associated with his father in 1900. The business was removed to Davis Square, and the father dying in 1909, Mr. Cummings assumed full control of the plant. One wagon was adequate for delivery in 1872 and when the founder died, four were being used. At the present time 15 wagons and two trucks are necessary, and this large increase is directly the result of Mr. Cumming's personal efforts. Outgrowing his old quarters, he erected a commodious plant at 534 Boston Avenue, opposite Tufts College station, in 1915, and installed the most modern apparatus for scientific sterilization and the handling of the product along approved hygienic lines. Mr. Cummings obtains his milk from White Mountain farms, one of the best milk producing sections in New England, noted for its fine grass, good spring water and germless air. The milk comes to the Tufts College plant by the fastest trains on the B. & M. Railroad, which insures absolutely pure milk to the consumer. Mr. Cummings is a Mason, belonging to the Somerville Blue Lodge, Chapter, Council and the Coeur de Lion Commandery of Charlestown. He also holds membership in the Aleppo Temple, A. A. O. N. M. S., and the Odd Fellows fraternity. He is treasurer of the Lancaster Milk Co., organized to secure fast service in the transportation of milk from producing centres to distribution plants. Mr. Cummings is of old New England ancestry, being descended from Isaac Cummings, the founder of the family in America, who settled at Ipswich in 1630.



SILAS L. CUMMINGS
WHO ESTABLISHED THE CUMMINGS DAIRY IN 1872



FRANCIS S. CUMMINGS
PRESENT OWNER OF THE CUMMINGS DAIRY



DAIRY AND PASTEURIZING PLANT OF FRANCIS S. CUMMINGS

New England is the great paper-manufacturing district, and Boston is the office and selling centre for most of the big concerns in that business in the Northeast. The city also has a very heavy jobbing trade, with sales all over the United States. Exporting is carried on to some extent, too, particularly to England. Some of the largest firms in the United States, making fine book and plate paper are in Boston, and many people are employed in this industry.

It is only natural that Boston, which has so long held eminent place in the intellectual progress of the country, should be prominently engaged in the publishing of school books. It is, in fact, one of the greatest centres of that business in the Union, and in the publishing of books for the higher grades Boston certainly leads at the present time.

The pre-eminence that Boston has obtained in the business of publishing and selling books, is the natural result of having



OLD SHIP CHURCH AT HINGHAM, BUILT 1680
ON ROUTE OF THE BAY STATE STREET RAILWAY

within and around her boundaries, men whose names stand at the head of the authors of America. Boston's publications, both book and periodical, have from the early days of the first settlement been among the foremost in the country.

H. P. HOOD & SONS

Any work attempting to show Boston's progress, in the last half century, would be incomplete without reference to the efforts of H. P. Hood & Sons to give the city a "germless milk." As conceded by scientists, the cow is a producer of bacilli, and milk an effective germ carrier, contributing largely to adult ailments and infantile mortality. By the "Hood method," as perfected by seventy years of scientific research, the danger lurking in this household necessity has been eliminated and the work of the city's inspectors made easy.

The business of H. P. Hood & Sons was founded by H. P. Hood, who nearly a quarter of a century ago collected milk in Derry, New Hampshire, and shipped it to Boston dealers. The output was about a carload a day and the product of an indifferent character, there being no scientific supervision at that time. Despite the founder's limited capital, the business developed rapidly, and with the increase came a determination to improve quality, with the result that the intervening years have been marked by "Hood's" leadership in every movement



FOUNDER AND PRESENT OFFICERS OF H. P. HOOD & SONS

to obtain purity. The work of improvement was slow and toilsome. It began with the physical examination of the cow, the feed and the care in the pasture and the provision made for winter keep. The cleanliness of stable and stalls was also considered, and only choice farms, rich in pasturage and notable for good healthy stock, were selected for the supply. Then laboratories were established where methodical testing was done, and the Hood company became the pioneers in making bacteriological and chemical tests—methods that have since been adopted by every progressive city in the country. It was the first company to adopt a thorough system of cleaning, scouring and sterilizing cans, bottles and all other receptacles, and also the first to use the hygienic carrier, which is filled and capped by automatic machinery and goes into the home absolutely clean and free from pollution. When scientists discovered that milk was ofttimes laden with bacteria and produced epidemics of typhoid and scarlet fever, "Hood's" met the situation by installing a complete pasteurizing plant, and this method is always used in treating its products without extra cost to the consumer. Every measure has been taken to safeguard the public. The Hood stations, which are models of cleanliness, are always open to the public for inspection and the salesmen are awarded premiums for personal tidiness and habits and for the care of the horses and wagons used in the delivery service. The company also organized a shareholding plan for employees. The stock, with a par value of ten dollars, has voting power and is redeemable at an increase of twenty-five per cent. in case of the death of the holder. The organization has a council made up of representative route salesmen from the various stations and three members selected by the company. The Council meets each month for the adjustment of matters affecting the employees and the corporation. Its findings are submitted to the Board of Directors for final action.

H. P. Hood & Sons have been awarded nineteen certificates of quality at different dairymen's exhibitions for excellence of milk, cream and butter produced and handled. The officers of the company, unquestionably the largest producers and distributors of certified milk in New England, are Charles H. Hood, president and treasurer, Edward J. Hood, vice-president, and Gilbert H. Hood, secretary. The offices and plant are located at 494 Rutherford Avenue, Boston.

One hundred million pounds of fish are handled in Boston every year. The industry employs thousands of persons and involves millions of dollars per annum.

ALBERT GILMAN BARBER

Albert G. Barber, president of the Globe Optical Co. and treasurer of the Globe Earphone Co., both of which he founded, was born at Epping, N. H., July 18, 1857, and was educated at Epping and Athol, Mass., graduating from the High School in 1873. After learning the optical business Mr. Barber opened a wholesale house in Boston in 1889, and his various enterprises have grown from this beginning. Mr. Barber is of old New England ancestry, the American branch of the family being established at Dover, N. H., about 1650, by Robert Barber. He is a member of the Masonic Fraternity, the Methodist Social Union, and is chairman of the Selectmen of North Reading, where he resides.



ALBERT G. BARBER

The first bank in America was established in Boston. It began a three years' course in 1686, and loaned money on real and personal estate and imperishable merchandise.

BOSTON, REVERE BEACH & LYNN R. R.

One of the greatest factors in the development of the suburban sections lying contiguous to Boston, is the Boston, Revere Beach & Lynn R. R. The company operates less than fourteen miles of road on its Lynn and Winthrop lines, yet it touches twenty residential sections which the company has made populous by efficient service and low rates. The road is narrow gauge and this makes for economy in operation; as cars and locomotives are lighter a longer life to rails and bridges is assured.

The president of the company is Melvin O. Adams, and the superintendent is John A. Fenno. These officials are constantly planning improvements that will insure economy and efficiency and the road is therefore an example of intense growth and a specimen of railroad operation that warrants close study.

At a meeting of the Massachusetts Public Service Commission, at which a question of consolidation arose, residents along the line requested that the "Narrow Gauge" should not be compelled to enter any consolidation and should not be permitted to do so. They stated that they were content with the service and did not want to risk the loss of its present efficiency. This request is the strongest testimonial ever given to the management of a railroad in this country. The terminals, ticket offices and rolling stock of the company are kept in the best of condition and everything possible is done for the comfort of its patrons. The company's generosity and fair dealing are attested by the absence of strikes, the long years of service of many employees and the fact that wages have on several occasions been voluntarily raised.

The company also operates the Point Shirley Street Railway which gives Winthrop a good local service.

CHAPTER XXI

BOSTON'S FISHING INDUSTRY

TRACING THE GROWTH AND DEVELOPMENT OF A GREAT SOURCE OF NEW ENGLAND'S WEALTH—CONTRASTS AND CHANGES IN HANDLING THE PRODUCTS OF THE SEA—THE NEW ENGLAND FISH COMPANY

By Frederick Roche

SINCE to Boston belongs the honor of having been the first fishing port of the United States, it is but fitting that Boston today should take her place as the greatest fishing port in the world. Long before she was known for the proverbial baked beans, Boston was famed for her sacred codfish. The development of her fisheries has been somewhat slower than that of her other industries, for although the city and State have enjoyed their growing prosperity, they have done little to aid in their advancement.

To find the beginning of this, from a layman's point of view perhaps the most interesting of all Boston's industries, one must go back almost into the age of fable. In those remote times when the redskin was the sole citizen of the city, the Indian doubtless caught cod and haddock in Boston Bay and traded it with his fellows for tobacco and corn. At any rate there is no question that the earliest settlers did so, and fish was one of the principal foods of their tables.

Cargoes of cod and haddock, caught not so very far out in the bay, were shipped to England. Exactly when fishing began to be a recognized trade in the Hub is one of the many points which history has neglected to chronicle. Very early, indeed, however, numerous fishermen used to hook fish from small boats off Nahant, and bring them to the docks at Charlestown, where they were offered for sale.

In these days the fisherman was also the fish merchant. After catching the fish, he sold them at retail from his craft. In winter he carted his wares a short distance into the country, peddling them from house to house in a hand cart, and occasionally in warm weather he carted salted fish about in the same manner. All manner of fish were plentiful, and as the men did not have to go out of sight of land to catch them, small boats were used entirely.

Finally, however, local shore waters ceased to give up so abundant a supply, and obliged to seek further aseas, the men began to use larger boats. The square-nosed lugger, slow but safe, became the type of vessel most in use, and the fishermen started to frequent Jeffries Bank, Middlebank, Georges Banks, and the South Channel, grounds which have continued fertile to the present day.

Boston really began as the centre of the fresh fish trade in 1835, when for the first time in its history a wholesale fish house was opened here. The store, owned by Holbrook, Smith & Co., was opened on Long Wharf, and thither the adventurous spirits who had invested in vessels, and dared the elements to venture further afloat than the edges of the harbor, brought their catches for sale.

Ice was not used in connection with the industry, and fish continued to be sold fresh in winter and salt in summer. The lone wholesale firm did a thriving business, however, and it was not long before it had a competitor. Moving to a wooden shack on Commercial Wharf in 1838, the firm soon found itself surrounded by a number of other concerns.

Isaac Rich, who began life as a peddler of salt fish and ended as a millionaire, and others, came into the business. Frequently they cast longing glances at the great stone structure on the pier. At this time, however, the fine big warehouse was deemed far too good for the fish business, and their glances were cast in vain.

Competition increasing to the point where time was money, the dealers, each wishing to be on hand to outbid the other when a trip of fish came in, slept on the wharf, and lantern in hand made several trips nightly down to the end of the pier, to scan the harbor in search of a sail.

Statisticians of these times had other things to figure about than the number of craft in the fishing fleet or the size and value of their catches. On the other hand men today engaged in the fish business can remember back to these days on Commercial Wharf and bear negative evidence to the effect that sometimes weeks went by without any fish at all coming in.

Cramped for room in the row of wooden shacks, the dealers came together in 1884, and, despite the keen competition which existed between them, managed to remain harmonious long enough to form an organization to lease T Wharf.

Grave were the doubts as to the success of so great a venture, and many the pessimists who predicted failure in 57 varieties. John Burns bid for the first store on the pier and got it. New buildings were erected to suit the needs of the fish dealers, and still trembling at their own daring they moved. They remained there for thirty years, and instead of failing grew until they outgrew their "palatial" quarters once more. T Wharf became known from one end of the land to the other as the great fresh fish pier of the country. It was one of Boston's show places, although, it must be confessed, not always a sight for the gods.

The fishing fleet grew larger, and the type of vessel most in use became the swift schooner. Thomas F. McManus, the yacht designer, and others, put their brains to work, and the result was the present type of knockabout, built like a fine private yacht. Of late years auxiliary gasoline engines have been placed in most of the boats.

While the type of vessel has changed, and the type of fisherman, too, for today instead of the native of New England or the young Irish immigrant, it is men from the British Maritime Provinces and the Azores and Italy who catch our fish, there has been suprisingly little change in the methods of fishing.

That daring adventurer, the fisherman, still leaves his vessel, in a dory, to set his many-hooked trawl line, and he is as careless of his life today as were his ancestors of years ago. A few vessels have adopted the scheme of fishing with a single line hung over the vessel's quarter, and in mackereling, of course, the seine is used. But ground fishing is still done in the way of the ancients.

In 1905 the Bay State Fishing Company put into operation here the first of what has developed into a good-sized fleet of steam trawlers, a vessel previously confined to the European fisheries. Fishing with a huge heavy net which is operated by machinery to sweep the sea and gather up everything including vegetation and tin cans, this mode of fishing is far less dangerous than that used by the ordinary men. Its introduction met with a storm of protest from the "regular" fishermen. It has proven a success financially, however, and seems doomed to stay with us.

Meantime the most important change effected in the wholesale fish business had taken place on T Wharf, when in 1908 the following dealers held a meeting and organized the New England Fish Exchange: John R. Neal, Benjamin F. Rich, Christo-

pher J. Whitman, William J. O'Brien, Albert E. Watts, Maurice P. Shaw, Herbert F. Phillips, John Burns, Jr., Francis J. O'Hara, Jr., Alvin G. Baker, and Albert F. Henry.

Up to this time the fish brought to port had been bought from the skippers at the caplog of the pier, the buyers shouting their bids to the incoming boat. The individual dealers paid when they got around to it, and the skipper delivered his fare haphazard.

The Exchange, under the management of William K. Beardsley, an Albany Railroad Wharf. But the wharf could not be made any larger and not much cleaner. The Board of Health objected to the old pier, and finally things reached the point where either the dealers must find a new site or give up the fish business.

Coöperating with the Commonwealth, the dealers formed the Boston Fish Market Corporation, and undertook to build under the supervision of State engineers, at South Boston, next to the Commonwealth Pier, the biggest and most sanitary fish pier in the world. In March, 1914, they moved into their new quarters.



BOSTON FISH PIER

man, changed all this, reducing chaos to system. Bidding was done, as it is done today, within specified hours on the floor of the Exchange. The skipper gets his money from the Exchange the minute he accepts the bid, and the dealer is guaranteed that he will get the fish he bought in the condition contracted for. Thus the Exchange put the relations between the wholesaler and the fisherman on a business basis.

The Boston Wholesale Fish Dealers' Credit Association, organized through Mr. Beardsley a few years later, has placed the dealings of the retailers and wholesalers on the same sound basis.

Business continued to increase at T

Figures are tiresome. Let it be enough that the pier is an entire city in itself. At the end stands the Administration Building, where the Exchange and commission dealers have offices. Up the pier from this in two long parallel rows are the wholesale fish stores. They are each three stories high, of uniform red brick with stone trimmings. They are finished inside with concrete floors and water pipes, and each is equipped with a special fire hose outfit, which is used nightly to flush out every inch of the place.

A broad avenue in the centre of the pier, between the rows of stores, is reserved for teaming, while the outside spaces between

the stores and the caplogs are used for unloading the fish. Cleanliness is the order of the day, and a couple of special policemen see that the order is carried out.

At the head of the pier is the giant plant of the Commonwealth Ice and Cold Storage Company, where ice for the vessels and stores is made and chopped, and where the surplus supply of fish is frozen.

Along Northern Avenue to the left are two more rows of stores, one being for the use of the oyster, clam and lobster dealers, and the other for the bank, restaurants, supply houses, and other small merchants.

Each month the amount of fish increases. On the other hand the life of the fisherman changes little. He is still the most daring toiler who produces any food product.

ORSON M. ARNOLD

Orson M. Arnold, president of the New England Fish Company, was born in Duxbury December 10, 1844. For many years he was engaged in mackerel seining, and in 1878 became associated with G. C. Richards at 32 Commercial Wharf. Three years later he organized the firm of Arnold & Winsor, which was one of the twenty-seven firms to lease T Wharf for a term of thirty years. He is president of the Arnold & Winsor Co., now located at 14 and 44 Boston Fish Pier, director in the Northwestern Fisheries Company and the Canadian Fish & Cold Storage Co. of Vancouver, B. C. Mr. Arnold is a member of all the Masonic bodies of the York and Scottish Rites, the Odd Fellows, A. O. U. W., Aleppo Temple, and the Boston Chamber of Commerce.



ORSON M. ARNOLD

THE NEW ENGLAND FISH COMPANY

As early as 1868 this company was organized for the purpose of systematizing and improving the catching of halibut. In 1902 the business had grown so large that the company was incorporated and its main office located in Boston, at the lower end of the New Fish Pier, where there is a fine counting house and a splendidly equipped directors' room.

With the increased demand for halibut and the immense consumption which soon set in, it became necessary to go further and further to obtain these fish and when they were at one time very scarce along the Atlantic Coast our fishing-vessels were obliged to go to Greenland and even to Iceland to obtain a supply, but they consumed so much time in going and returning it became needful to seek some other source of supply. So in 1893 the Company turned its attention to the Pacific coast. In 1897 it built the steamer "New England" at a cost of some $50,000, and sent her on her long journey around Cape Horn up north to Seattle.

The West Coast fishing proved a success from the start. In 1902 it purchased on the stock and finished building the steamer "Kingfisher," and in 1906 it built the steamer "Manhattan," both of which were employed in the same fisheries. It found the banks along the coast teeming with halibut and good fares were readily secured. The fish are landed at Vancouver, B. C., and boxed and iced and shipped by the Canadian Pacific Railroad across the continent until it gets in touch with some New England railroad, and then the express company takes them in charge. The cost for transportation from Vancouver to Boston is three cents per pound. Formerly all the cars came through to Boston, but for the last few years cars have been switched off for New York as needed, where the company has established a branch office with George H. Case in charge. At times it has had twenty cars *en route*, averaging 25,000 pounds to the car—so some idea of the quantity of fish handled can be gathered from this.

The company owns and maintains three cold storage plants on the Pacific coast, two of them being among the largest and most modern of anything in this country or Canada. On account of shipping so many fish across the continent it made it possible, with the carrying of the Canadian mails, for the Canadian Pacific Railroad to run its trains, on which are proper refrigeration cars. The cars containing these fish are hitched to a fast passenger train, thus making the trip in less than five days from coast to coast.

At the time of the incorporation all of the Boston wholesale fish dealers came into the company and a dividend is now declared on the stock. Since 1906, Orson Arnold has been president, and A. F. Rich treasurer, secretary and office manager.

The New England Fish Co. has been a sheet anchor to the fish business of the port of Boston and has been largely instrumental in making it the second largest fish mart in the world.

The Boston fish pier is the largest in the world devoted to wholesale fish business. It was erected by the State at a cost of three million dollars.

ALBERT FRANCIS RICH

Albert F. Rich, who is one of the oldest fish merchants on the Boston Fish Pier, is in addition secretary, treasurer and director of the New England Fish Co. Mr. Rich was born in Quincy, Mass., February 24, 1841, and was educated in the public schools. After leaving school he followed the sea until 1867, when he entered the wholesale fish business on Commercial Wharf and succeeded the firm of Holbrook & Smith in 1868. The business was conducted under the name of A. F. Rich & Co., although Mr. Rich was the sole owner until the admission of his son to the business, and it was then removed to the T Wharf and conducted there for thirty years. The firm is now located at 44 Boston Fish Pier. Mr. Rich is a member of the Boston Fish Market Corporation, Abraham Lincoln Post 11, G. A. R., the Odd Fellows and the Royal Arcanum. He is also past president of the Grand Army Club of Massachusetts and the Blackman Club.



ALBERT F. RICH

WILLIAM K. BEARDSLEY

William K. Beardsley, first and present manager of the New England Fish Exchange, and the originator and present manager of the Wholesale Fish Dealers' Credit Association, was born in Albany, N. Y., June 16, 1869. He received an academic and business education in the institutions of learning in Albany, after which he entered commercial pursuits, and was connected with T. M. Hackett & Co., at Albany, N. Y., and the N. Y. C. & H. R. R. R. at New York City. He came to Boston in 1902 as an office manager for A. Booth & Co. of Chicago, and in 1909 he was appointed to his present position. He served his time as a member of the 71st Regiment, N. G. N. Y., is a member of the Masonic Fraternity and the Benevolent Protective Order of Elks. He is the author of "Recipes for Sea Food," published in 1913. His business address is the Boston Fish Pier, and his home is in Roslindale, Mass.



WILLIAM K. BEARDSLEY

CHAPTER XXII

THE CITY'S AMUSEMENTS

PLAYHOUSES AND PLAYERS—SPORTS AND RECREATIONS

WHILE the laws against playhouses and "play actors" were in force throughout the Province period and after establishment of the Commonwealth; and the first theatre was not set up till 1792, and that disguised under the innocent title of "Moral Lectures," Boston today is classed a leading city in playhouses. Now its regular theatres number eleven, its vaudeville houses seven, and its "movies" too numerous to count. Its prominence as a theatre centre is due in no small degree to its situation—the city surrounded by smaller cities and towns, thirty-six of them within a radius of twelve miles from the State House—Holmes' "hub of the solar system"—that patronize the Boston theatres, for which the railroads run accommodating theatre-trains nightly.

For the opposition to the establishment of playhouses and the hostility to players, it has been the custom of local historians to hold Governor Hancock as mainly responsible, and so to berate him. But he was only executing the law as he found it. Doubtless he was in sympathy with it, and his indignation was genuine when the play actors defied it, and he referred to the matter in his message to the Legislature and shut up their house. This first playhouse was "The New Exhibition Room," an old stable on Board Alley, now Hawley Street, roughly remodelled for theatrical purposes; and its opening performance was on the evening of August ten, 1792. The law against "stage plays and other theatrical entertainments" was first enacted in 1750, and re-enacted in 1784. It was impelled originally by the performance, in the early part of 1750, by a "company of gentlemen," two English actors and local volunteers, of Otway's "Orphan: or Unhappy Marriage," given in the British Coffee House, on King Street. During the siege, Faneuil Hall was converted into a temporary playhouse by the British officers, assisted by a "Society for Promoting Theatrical Amusement," composed of Royalist citizens who remained in the beleaguered town, and several plays were performed by soldiers as actors. One play, at least, was original and on a local theme: "The Blockade of Boston," written by General Burgoyne; it is related that its performance was interrupted by the sudden appearance at the door of a sergeant with the report that "the Yankees are attacking our works at Charlestown," and that the officers were ordered to their posts.

The first performance of the Board-Alley Theatre was given in the guise of "A Moral Lecture" by a band of London comedians under the management of Joseph Harper, a member of the company of Hallam & Henry, who had successfully established playhouses in New York and Philadelphia. Samuel Adams Drake, in his "Old Landmarks," preserved the bill for this opening night. It offered: first, an exhibition of "Dancing on the Tight Rope, by Monsieurs Placide and Martin. Mons. Placide will dance a Hornpipe on a Tight Rope, play the Violin in various attitudes, and jump over a cane backwards and forwards." There was to follow an "Introductory Address," by Mr.

Harper; "singing by Mr. Wools"; and more "feats of tumbling by Mons. Placide and Martin, who will make somersetts backwards over a table, chair, &c.; Mons. Martin will exhibit several feats on the Slack Rope." "In the course of the Evening's Entertainment," Mr. Harper was to deliver "The Gallery of Portraits, or the World as it Goes"; and the show was to conclude with "A Dancing Ballet called The Bird Catcher, with the Minuet de la Cour and the Gavot." The success of this first performance emboldened the players, and further "Lectures" were given of some of the best-known plays of the day. Thus Otway's "Venice Preserved," in "Moral Lectures in five parts," in which "the dreadful effects of conspiracy will be exemplified," was announced; Garrick's "Lethe," as a "Satirical Lecture," by Mr. Watts and Mrs. Solomon; Shakespere's plays in the same slender disguise. At length, after unsuccessful efforts to procure an indictment against the enterprise from the grand jury, a warrant was obtained for the arrest of Harper and others of the company. On the evening of December fifth, 1792, in the midst of a performance of one of Shakespere's "Moral Lectures," the Sheriff appeared on the stage and put Harper, who was costumed for and delivering the part, under arrest. The audience, for the most part, evidently, in sympathy with the actors, raised a tumult. A portrait of Hancock which had adorned the stage-box, with the state arms, was torn from its place, and portrait and arms trampled under foot. At a hearing the next day, in Faneuil Hall, the prisoner was defended by Harrison Gray Otis, who, nevertheless, supported the prohibitory law, and his discharge obtained through a technicality. Thereafter the theatre was reopened, and its performances continued at intervals without further interruption till the Spring of 1793, when the movement for the erection of Boston's first substantial theatre, a Bulfinch design, was advancing. Then the first, Board-Alley, playhouse was abandoned.

It must have been a most inviting playhouse, this first substantial theatre, of Bulfinch's design. It was fashioned after the London theatres.*

* At this point the editor's hand relaxed. The pen which had been his faithful friend for fifty years of newspaper and literary work was laid down forever.

THE LATE EDWIN M. BACON

Boston Newspaper Comments upon the Lamented Death of Edwin M. Bacon, the Editor of This Book, Which Occurred on February 24, 1916

THE POST

Edwin M. Bacon, 71, veteran author and former editor of the Post, died last night at his home, 36 Pinckney Street, after a lingering illness.

Edwin Munroe Bacon's journalistic career was in that literary period of Boston often referred to as its "golden age." He was born in Providence on October 20, 1844, the son of a Universalist minister. After a limited course in the schools of Providence and Philadelphia he was graduated from an academy kept by James L. Stone in Foxboro.

When nineteen years of age he began his newspaper career as a reporter for the Boston *Daily Advertiser,* under Charles Hale. After a few years he went to Chicago to take charge of the *Illustrated News.* Thomas Nast was one of his associates on this publication.

From Chicago, when the *News* suspended publication, Mr. Bacon returned East to New York, where he became first night editor and later managing editor of the *Times.* His work there was under the direction of the founder, Henry J. Raymond, and the late S. S. Conant.

In 1872 he returned to Boston because of ill health and again became connected with the *Advertiser.* After a year on this publication he went to the Boston *Globe* as managing editor. He remained in this position five years, and in 1878 again returned to the *Advertiser* as managing editor. He held this position till 1883, when he was made editor-in-chief.

In 1886 he came to the Post as editor-in-chief, holding the position till 1891. In 1897 he became editor of the *Time and the Hour,* remaining there till 1900. During all the years of his work in Boston he was correspondent for New York papers and the Springfield *Republican.*

He was also the author of various volumes and historical works relating to Boston and New England. Among these were "Boston Illustrated," "Bacon's Dictionary of Boston," "Boston of Today," "Walks and Rides in the Country Round About Boston," "Historic Pilgrimages in New England," "Literary Pilgrimages in New England," "Boston: a Guide Book," and "The Connecticut River and the Valley of the Connecticut."

His last literary work was "Rambles Around Boston," published last year, previous to which a series of reminiscences of notable men associated with journalism in Boston appeared in the Post in 1914. For the past year he had been in failing health, but was not taken seriously ill till a couple of months ago. He is survived by a wife and daughter.

Editorial

A rare soul passed away from earth in the death of Edwin M. Bacon. He was one of our New England people whose impulse was toward the higher ideals of that civilization for which we stand, and whose whole career was characterized by a lofty purpose for its development.

In his work in journalism Mr. Bacon manifested a purpose of practical idealism. Entering this profession at an early age and continuing until his services were in demand for the conduct of leading newspapers in New York and in Boston, he took place at the head; in his chosen line of work he represented the ethical force which is now recognized as the basis of newspaper production today.

Mr. Bacon was infused with the New England spirit. His frequent additions to the literature of our history are characteristic. They show not only the inspiration of inherited love for the soil, but that of the most careful investigation. Boston and

New England owe much to the record which he has made, in his published volumes, of their intimate history.

As a man among men, he was honored by all who knew him, genial, straightforward, bearing modestly his honors. Vale!

THE TRANSCRIPT

Edwin Munroe Bacon, author, and for many years one of the most prominent newspaper men of Boston, died Thursday night at his home, 36 Pinckney Street. He was seventy-one years old. For the past year he had been in failing health, but was not taken seriously ill till about two months ago. At various times in his career Mr. Bacon was editor-in-chief of the Boston *Advertiser*, the Boston *Globe*, and the Boston *Post*, and had been connected with other newspapers. Of late he had been editor of the "Book of Boston," with an office at 112 Water Street.

Mr. Bacon was born in Providence, R. I., October 20, 1844, the son of Henry Bacon and Eliza Ann (Munroe) Bacon. His father (the son of Robert Bacon of an early Cape Cod family) was a Universalist clergyman and editor, who died in Philadelphia when his son was twelve years old. Mr. Bacon came of old English and Scotch ancestry, and on his mother's side was a descendant of William Munroe of Scotland, who settled in Lexington in 1660. Later members of this family fought in the battle on Lexington Green, at the beginning of the Revolutionary war.

Mr. Bacon's early education was gained in private schools in Providence, Philadelphia and in Boston, finishing at a private school in Foxboro (of which James L. Stone was principal) where young men were fitted for college. Well prepared for college, Mr. Bacon decided not to enter, but to begin at once a literary career, first engaging in newspaper work at the age of nineteen, when he became connected with the Boston *Daily Advertiser* as a reporter under Charles Hale, who was editor. Mr. Bacon remained there for several years and resigned to take the editorship of the *Illustrated Chicago News*, an enterprise which enjoyed a brief, yet reputable, career.

From Chicago Mr. Bacon returned East, and in 1868 became identified with the New York *Times*, successively as assistant night editor, night editor, and managing or news editor. In 1872 Mr. Bacon, because of ill health, resigned his position and returned to Boston and here he represented the *Times* as its New England correspondent. Eventually he returned to the Boston *Advertiser* and became its general news editor.

In 1873 Mr. Bacon was chosen as the chief editor of the Boston *Globe*, and for five years conducted that paper as an independent journal, resigning in 1878 upon a change of policy. He then returned to the *Advertiser* as managing editor. When Edward Stanwood, in 1883, resigned as chief editor of the *Advertiser*, Mr. Bacon came into full editorial charge of that paper, as Mr. Stanwood's successor. Later Mr. Bacon organized the staff of the *Evening Record* for the *Advertiser* corporation. In January, 1886, when the *Advertiser* passed into new hands and its policy was changed, Mr. Bacon retired, and in May of that year was made chief editor of the Boston *Post*, when that paper was purchased by a number of men who, in politics, were known as Independents. Under Mr. Bacon's editorship the paper addressed itself to the best citizens of the community.

When, in 1891, the control of the paper was sold, Mr. Bacon retired and he since had been engaged in general journalistic and literary work. For many years he was the writer of a Boston letter to the Springfield *Republican* and had been editor of *Time and the Hour*.

In his work as an author, Mr. Bacon's books have included various historical works relating to Boston and New England. Among these were "Boston Illustrated," "Bacon's Dictionary of Boston," "Boston of Today," "Walks and Rides in the Country Round About Boston," "Historic Pilgrimages in New England," "Literary Pil-

grimages in New England," "Boston: a Guide Book," "The Connecticut River and the Valley of Connecticut," "Yesterday in Journalism," and "The Boys' Drake." His last literary work was "Rambles Around Old Boston."

On October 24, 1867, at Somerville, Mr. Bacon married Miss Gusta E. Hill, daughter of Ira and Hannah Hill. Mrs. Bacon survives her husband, with a daughter, Mrs. Palmer, who formerly was Madeleine L. Bacon.

Editorial

Edwin M. Bacon, who died yesterday in this city, was a journalist of the old, thorough, and conscientious school, whose idea of an editor's responsibility was never less than that of Edward Everett Hale himself, the traditions of whose honorable journalistic family Mr. Bacon ably continued on the old *Advertiser*. As an editor, Mr. Bacon wrought his personality into every line of the newspaper at whose head he stood—and it fell to his lot to be chief in command at different times of three leading Boston dailies. But Boston journalism may be said to have moved away from him; and another field of activity, that of the preparation of descriptive books about the New England which he so deeply loved, occupied his time. As the historian of the Connecticut valley he had attained an honorable place in literature. But personally he will be long remembered by a generation of American journalists whom he had trained up in the most painstaking work. Many of these men have passed to widely different fields of activity; but all of them will remember the lessons of conscience and thoroughness in work which he taught them.

THE GLOBE

Edwin M. Bacon, newspaper editor and publicist, died at his home, 36 Pinckney Street, of pneumonia, at 10 o'clock last evening. Although Mr. Bacon had not done any regular newspaper work for more than a decade, he was a contributor to magazines on a variety of subjects and a keen student of Americana, especially of the early history of Boston and the Massachusetts Bay Colony.

A generation ago Mr. Bacon was one of the best-known newspaper men in the country. He was born in Providence, October 20, 1844. At the age of nineteen he went to work as a reporter on the Boston *Advertiser*, doing miscellaneous work. A little later he became editor of the *Illustrated Chicago News*, from which he went to the New York *Times* in 1868 and remained until 1872, doing editorial and dramatic work. In 1873 he returned to the Boston *Advertiser*, where he remained only a few months, when he became editor of the Boston Globe, which position he held until 1878, when he became managing editor of the Boston *Advertiser* and editor-in-chief in 1884. In 1886 he became editor-in-chief of the Boston *Post*. A few years later he retired to pursue literary tastes and studies more congenial to his nature than the routine of newspaper work. From 1897 to 1900 he edited a little weekly paper, *Time and the Hour*.

He was the author of several guide books of Boston, in which he showed not only a fine knowledge of historic Boston, but a rare intimacy with the life and growth of the city in all of its activities. One charming book was entitled "Walks and Rides in the Country Round About Boston"; another was "Historic Pilgrimages in New England," and another, "Literary Pilgrimages in New England."

Mr. Bacon had a charming personality. He was highly regarded by many of the younger writers, whom he was always delighted to advise, and he was a veritable "fund of information" at all times on Boston events and Boston people. He could entertain by the hour with stories and reminiscences of his newspaper experience, and especially with stories of the eminent people he had known. He had not enjoyed very good health for a year or more. Henry Bacon, the famous artist, who died in Egypt a few years ago, was his brother.

THE HERALD

Edwin Munroe Bacon, former editor of the Boston *Advertiser* and of the Boston *Globe*, and at one time managing editor of the New York *Times*, died last evening at his home on Pinckney Street, at the age of seventy-one years.

He was born at Providence, October 20, 1844, and graduated from Dartmouth College in 1879. At the age of nineteen he became a reporter on the Boston Daily *Advertiser* and a short while later editor of the *Illustrated Chicago News*. The years between 1868 and 1872 he spent in an editorial capacity on the New York *Times*, returning later to the Boston *Advertiser*.

In 1873 he went to the Boston *Globe* and soon became editor-in-chief of that paper. He also served during that period as Boston correspondent of the New York *Times*.

After his service on the Boston *Globe* he returned to the Boston *Advertiser*, and also was correspondent from this city to the Springfield *Republican*.

His later interests made him author and editor of various historical works relating to Boston and New England, including "The Boston Illustrated," "Bacon's Dictionary of Boston," "Boston of Today," "Walks and Rides in the Country Round About Boston," "Historic Pilgrimages in New England," "Literary Pilgrimages in New England," "Boston: a Guide Book," "The Connecticut River and the Valley of the Connecticut."

THE SUNDAY HERALD

To the late Edwin Munroe Bacon, who died at his home in Pinckney Street on Thursday in his seventy-first year, belonged the distinction of having been one of the most enthusiastic and devoted newspaper men of his time. This is not saying that he was entitled to rank as a great journalist. He lacked some of the essential qualifications that have entitled his more successful professional brethren to that high rank, but his industry, fidelity and passion for his calling were as conspicuous in his journalistic career as in that of any of the best of them. It is only necessary to note the many and prominent positions in journalism he occupied from time to time to attest his activities therein. During the half-century he devoted to newspaper work he had for a time filled about all the positions that are open to a journalist, beginning as an office boy and subsequently spanning the whole gamut from local reporter, correspondent, city editor, telegraph editor, managing editor, up to editor-in-chief. In one or all of these special capacities he from time to time served the New York *Times*, the Springfield *Republican* and the *Daily Advertiser*, the *Globe* and the *Post* of this city. His most ambitious undertaking in connection with any of these newspapers was his effort to put the old *Post* on its feet at a time when it was experiencing some of those severe vicissitudes of fortune that overtake so many newspapers at some time or other, and for one cause or another, in their history. Having obtained the backing of several gentlemen of light and leading in this vicinity, with ample financial resources, Mr. Bacon at the head of an accomplished staff suddenly transformed the old *Post*, that had formerly flourished as a Democratic organ in folio form, into what was then called a mugwump publication, in quarto form, catering more particularly to that somewhat limited constituency which prefer the idealistic in politics and only what is nice, exemplary and proper in the daily chronicle of events. It also aimed to be strictly literary and artistic. It was a noble and praiseworthy endeavor on the part of Mr. Bacon and his fine staff, but it failed after a comparatively brief and fitful existence, and the permanent establishment of "the ideal newspaper" was again indefinitely postponed. The popular verdict on the remains was that Mr. Bacon's newspaper was too choice for this wicked world, and that the management made the mistake of shooting over the heads of the people. Mr. Grozier, who succeeded the Bacon management in both the management and ownership of the *Post*, changed

this policy radically, with results that are now conspicuously obvious.

A notable trait of Mr. Bacon's service as a newspaper man was his entire loyalty and devotion to the newspapers with which he was connected from time to time. Sometimes this enthusiastic devotion got him into trouble. When he was a reporter on the *Daily Advertiser,* for instance, his estimate of the standing and importance of that newspaper in all mundane circles amounted to hero worship. It was Reporter Bacon's opinion that all the accredited representatives of "the Respectable Daily," as the *Advertiser* was then called, were entitled to the entrée at all gatherings of every kind, business, political and social, wherever held, at any time. Mr. Bacon was fond of telling how this sort of enthusiasm on his part led to an awkward situation for him on one occasion. This was at a meeting of the members of the Union Club called to take appropriate action on the death of Edward Everett, who had been the club's first president. Reporter Bacon attended the meeting, paying no heed to the club's rules of privacy. When his presence, with his notebook in hand, was observed in the clubhouse, a member bluntly asked him what he was there for.

"I represent the *Daily Advertiser,*" proudly replied Reporter Bacon.

"Get out. Reporters have no business here," shouted the member.

"But I represent the *Daily Advertiser,*" said Reporter Bacon again, with swelling chest.

"I don't care a damn for the *Daily Advertiser,*" retorted the member. "Get out."

"And I care no more for you, sir," said proud Reporter Bacon.

In a moment, a very brief moment, Reporter Bacon found himself seized by the collar and gently but firmly deposited on the broad sidewalk in front of the clubhouse. "It was a most humiliating experience," Mr. Bacon used to say, "but I felt the greater hurt from the indignity cast upon the newspaper I proudly represented." In his later years Mr. Bacon took an opportunity to tell the story at a Union Club dinner at which he was an honored guest.

In his later years, Mr. Bacon, after his permanent retirement from journalism, devoted himself to literary work, preparing or editing numerous historical works of a local character as well as some useful handbooks and guidebooks of Boston. The "Dictionary of Boston," edited by him, contains a large fund of information about the city and some very piquant comments on Boston manners and customs as well. Speaking of club life here, the editor discourses at length on what goes on in these exclusive precincts. "The Boston clubman," he says, "is always decorous, even in his indecorum. If he indulges too freely and recklessly in a game of cards he does not give vent to slangy abuse of his luck, but comforts himself with the Horatian reflection about the certainty of the changes of fortune and the balm of a contented mind. If he happens to partake too generously of wine he does not careen over or run desperately aground on some fragile piece of furniture. He avoids the susceptible cuspidor and the yielding chandelier and plants himself finally in a receptive arm-chair or upon a genial sofa, and waits till meditation and the economy of his digestive organs restore his mental and physical equilibrium. It is the social and covivial safety-valve which lets off the superfluous steam in season to prevent an explosion."

This description of club life in Boston may not be wholly faithful or graphic, but it is at least picturesque and readable.

GEORGE F. BABBITT.

THE RECORD

Edwin M. Bacon, 71, veteran author and former editor of the *Post,* died last night at his home, 36 Pinckney Street, after a lingering illness.

Edwin Munroe Bacon was born in Providence, the son of a Universalist minister.

When nineteen years of age he began his newspaper career as a reporter for the Bos-

ton *Daily Advertiser*, under Charles Hale. After a few years he went to Chicago to take charge of the *Illustrated News*.

From Chicago, when the *News* suspended publication, Mr. Bacon returned East to New York.

In 1872 he returned to Boston because of ill health and again became connected with the *Advertiser*. After a year on this publication he went to the Boston *Globe* as managing editor. In 1878 he again returned to the *Advertiser* as managing editor, and in 1883 he was made editor-in-chief.

In 1886 he went to the *Post* as editor-in-chief, holding the position till 1891. In 1897 he became editor of *Time and the Hour*, remaining there till 1900.

He was also the author of various volumes and historical works relating to Boston and New England. Among these were "Boston Illustrated," "Bacon's Dictionary of Boston," "Boston of Today," "Walks and Rides in the Country Round About Boston," "Historic Pilgrimages in New England," "Literary Pilgrimages in New England," "Boston: a Guide Book," and "The Connecticut River and the Valley of Connecticut."

THE JOURNAL

Edwin M. Bacon, for many years one of the most prominent newspaper men of Boston, died last night at his home, 36 Pinckney Street. He was seventy-one years old.

At various times in his career he was editor-in-chief of the Boston *Globe*, the Boston *Post* and the Boston *Advertiser*. Of late he had been editor of the "Book of Boston," with an office at 112 Water Street. A widow and a daughter survive him.

The Post

"Many at the Funeral of Bacon"

Men prominent in civic and journalistic life gathered yesterday afternoon in the home of Edwin Munroe Bacon, 36 Pinckney Street, to pay their last tribute to the author and newspaper man who at different times held the highest positions on three Boston newspapers.

The funeral services, planned by Mr. Bacon during his last illness, were extremely simple. There were no pall bearers and no music. Floral tributes were only from members of the family and a few of the closest friends. The body, also in accordance with Mr. Bacon's wish, was taken to Mt. Auburn crematory for cremation.

"He saw the doors opening before him in his last illness, and his desires, almost apologies for causing even the slightest trouble, were characteristic of the man," declared the Rev. Edward A. Horton, former pastor of the Second Unitarian Church, and a lifelong friend of Mr. Bacon, in his eulogy.

A poem written by M. J. Savage was read by the Rev. Mr. Horton. Prayers completed the brief ceremony.

Mr. Horton spoke feelingly of his long friendship with the former editor-in-chief of the Post.

"His conscientiousness was the granite foundation of his character," declared Mr. Horton. "It gave him convictions, and when asked for his opinion, he told it readily. He was sincere in all things.

"Our friend declared only a short time ago that a true Bostonian is one who is conscientious, is firm in his convictions and is a lover of old New England. Mr. Bacon had these attributes, giving him a firm independence. He did not compromise.

"He had an enthusiasm in his work, and next to his love of his home and friends he prized his joy in his work. Wherever were his pen and desk and book was his happiness.

"He did not lose himself in scholastic pursuits, yet kept in touch with them. Always was he with a noble cause. He recognized safe and sane channels for the uplift of humanity.

"The man we mourn had compassion and applied to human weaknesses the brotherly hand. He was for levelling up and not down. He was one who believed the world

could be bettered and that the Almighty had provided for it."

Mr. Horton referred to Mr. Bacon as a man with a "good-will heart." He declared that the wife, daughter and friends of the dead man must not mourn his loss, but be joyful because it had been given them to know such a man.

Editors at Service

Among those who attended the service were J. E. Chamberlin, editorial writer of the Boston *Evening Transcript;* Nathan Haskell Dole; Lindsay Swift, editor of the Boston Public Library publications; George F. Babbitt of the Boston *Herald;* Robert Lincoln O'Brien, editor of the *Herald;* C. W. Barron, editor of the Boston *News Bureau;* Henry C. Merwin and Edwin L. Sprague.

Governor McCall, who was an intimate friend of Mr. Bacon, planned to attend the funeral service, but was unavoidably absent. He sent his sympathy to the wife and daughter of Mr. Bacon.

After cremation, the ashes will be held at Mt. Auburn until more clement weather, and will then be buried in Saco, Me.

The name of Edwin M. Bacon is one which will live in the history of Boston journalism. He participated in the newspaper business in this and other cities of the country for more than half a century, and held many responsible positions.

He began his newspaper work on the Boston *Daily Advertiser,* as a reporter, when nineteen years old. Then, in succession, he worked as an editor of the Chicago *Illustrated News,* night editor and managing editor of the New York *Times,* returning to the *Advertiser* in 1872 for a year. Then he went to the *Globe* as managing editor, and after five years became managing editor of the *Advertiser.* He was made editor-in-chief of the paper in 1883.

His connection with the *Post* was made in 1886, when he became editor-in-chief, a position he held five years. He was editor of the *Time and the Hour* from 1896 until 1900.

During his newspaper work and after retiring from the game, Mr. Bacon wrote nine books, the last, "Rambles Around Boston," being published last year. For a year he has been in failing health, but his illness did not become serious until two months ago.

Mr. Bacon retained his interest in newspaper work and civic affairs until the hour of his death. The last article by him to be published in a Boston newspaper was written December 13, 1915. It was an able argument urging voters to go to the polls and elect the Citizens' ticket.

EDWIN MONROE BACON*

A cherished friend lies here asleep today.
 After the hours of weariness and pain,
An angel drew her curtains round his bed,
 And though we call, he answers not again.

Nor would we wish to wake him if we might,
 For he has seen the Unseen face to face.
His work is finished. Who would dare
 To call him back again, from his high place?

And yet, O friends, it is such men as he
 That make the earth seem empty when
 they leave.
That he was noble is our comfort now,
 And yet 'tis for this very cause we grieve.

A true and sincere soul, with vision clear,
 Firm was he in the battle for the right;
Yet tender-hearted, too, and moved by pain
 O'er human woes that ever met his sight.

He loved his home. As needle to the pole
 Turns ever true on all the seas men roam,
So to his fireside turned his faithful heart—
 No spot to him so cherished as his home.

When all is thought and said, we turn to this—
 Though clouds be round us and tears dim
 our way,
We still will trust that *He* who makes the night,
 Must lead us through it to the coming day.

We'll place his living memory in our hearts;
 With love we'll trace the pathway that he trod;
And make our days ascending steps upon
 The beckoning slopes that lead to him and God.

—*Minot J. Savage.*

* These lines were read by the Rev. Edward A. Horton at the private funeral exercises of the editor.

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